

Premier Logistics TIA

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**Cc:** Jason Brecht

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Premier Logistics Park TIA, 1.21.20.pdf;Premier Logistics Park Technical Addendum, 1.21.20.pdf;Premiere Logistics Park TIA- AM Peak.xlsx ;Premiere Logistics Park TIA- PM Peak.xlsx ;

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Hi Kathy,

Sounds good.

Please note that the Synchro.zip did not make it through the firewall.

Thanks,

André

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**From:** Smith, Kathy <Kathy.Smith@hdrinc.com>

**Sent:** Tuesday, January 21, 2020 5:32 PM

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Hi Andre,

We will walk over a hard copy tomorrow morning, but in the meantime, enclosed are all of the TIA submittal items for your review. Please let me know if you'd like to set up a meeting to go over any questions you may have. Thanks!

**Kathleen G. Smith, P.E., PTOE**

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# Premier Logistics Park

Traffic Impact Analysis

*Austin, Texas*  
January 21, 2020



# Premier Logistics Park

## Traffic Impact Analysis

*Austin, Texas*  
January 21, 2020

*Prepared for*

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**This TIA is for interim review and is not to be used for construction, bidding, or permitting purposes.**

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# Introduction

The Premier Logistics Park development is located on the northeast corner of the intersection of Ferguson Lane and Sprinkle Road in Austin, TX, as shown in Figure 1. The proposed development is anticipated to consist of 1,250,000 square feet of warehousing, and is expected to be completed by 2023.

## Site and Access Characteristics

A section of the Rundberg Lane extension is to be constructed as part of this project, and will align with the east leg of the intersection of Sprinkle Road/Tuscany Way and Ferguson Lane. The proposed Rundberg Lane extension will provide a two-lane divided roadway with 100-feet of right-of-way (ROW) as shown in Figure 2. Two of the development's proposed access points are located on this roadway. In addition, Ferguson Lane will be aligned to form a T-intersection with Rundberg Lane

As shown in Figure 2, access to the development is proposed via four (4) full access driveways: two (2) on the north side of Ferguson Lane, and two (2) on the east side of the proposed Rundberg Lane extension.

## Existing Thoroughfare System

As indicated on the area location map and conceptual site plan (Figures 1 and 2), the project site is located on the northeast corner of the intersection of Ferguson Lane and Sprinkle Road, in Austin, TX. To adequately describe the significance of the roadways within the vicinity of the site, a further characterization is provided for each. Average daily traffic estimates for these roadways were obtained from TxDOT Traffic Count Database System (TCDS) (Ref. 1) and by counts conducted by HDR. The Capital Area Metropolitan Planning Organization (CAMPO) 2040 Regional Transportation Plan (RTP) (Ref. 2) and the Austin Strategic Mobility Plan (ASMP) (Ref. 3) catalog the classifications of these major roadways and documents proposed improvements. Capital Metro bus schedules and maps (Ref. 4) were used to identify bus service provided in the vicinity of the site, as shown in Figure 3.

### *US 290*

The CAMPO 2040 RTP classifies US 290 as a tollway with frontage roads in the vicinity of the site. Both the eastbound and westbound frontage roads of US 290 are currently three-lane roadways. According to the TxDOT average daily traffic counts, the 2018 ADT on US 290 WB FR and US 290 EB FR was approximately 14,400 and 13,500 vehicles per day (vpd), respectively, east of Springdale Road. The ASMP recommends improvements to bicycle and pedestrian facilities. No timeline or source of funding was given for these improvements; therefore, they were not assumed for this study. The posted speed limit on US 290 Frontage Roads (FR) is 50 miles per hour (mph).

### *Cameron Road*

The CAMPO 2040 RTP classifies Cameron Road as a principal arterial. Cameron Road is a six-lane divided roadway in the vicinity of the site. According to TxDOT average daily traffic counts, the 2015 ADT on Cameron Road was approximately 30,600 vpd north of Ferguson Lane. The posted speed limit on Cameron Road is 45 mph.

### *Tuscany Way*

The CAMPO 2040 RTP classifies Tuscany Way as a principal arterial between US 290 and Ferguson Road. Tuscany Way is a two-lane divided roadway between US 290 and Exchange Drive, and is a four-lane divided roadway from Exchange Drive to Ferguson Lane. According to the TxDOT average daily traffic counts, the 2015 ADT on Tuscany Way is approximately 9,400 vpd north of US 290. According to the ASMP, Tuscany Way is proposed to be expanded to a four-lane divided roadway from US 290 to Exchange Drive, continuing the existing lane configuration north of Exchange Drive. No timeline or source of funding was given for this improvement; therefore, it was not assumed for this study. The posted speed limit on Tuscany Way is 35 mph.

### *Ferguson Lane*

The CAMPO 2040 RTP classifies Ferguson Lane as a minor arterial. Ferguson Lane is a two-lane undivided roadway in the vicinity of the site, except for a short section between Tuscany Way and Wall Street, which is a two-lane divided roadway. According to the TxDOT average daily traffic counts, the 2018 ADT on Ferguson Lane was approximately 1,900 vpd, east of Sprinkle Road. According to the ASMP, Ferguson Lane is proposed to be expanded to a four-lane divided roadway. No timeline or source of funding was given for this improvement; therefore, it was not assumed for this study. The posted speed limit on Ferguson Lane is 40 mph.

### *Sprinkle Road*

The CAMPO 2040 RTP classifies Sprinkle Road as a minor arterial. Sprinkle Road is a two-lane undivided roadway in the vicinity of the site. According to the TxDOT average daily traffic counts, the 2015 ADT on Sprinkle Road was approximately 3,000 vpd, north of Ferguson Lane. The ASMP proposes improving Sprinkle Road to urban standards by the construction of curb and gutter, bicycle facilities, and sidewalks. No timeline or source of funding was given for these improvements; therefore, they were not assumed for this study. The posted speed limit on Sprinkle Road is 35 mph.

### *Springdale Road*

The CAMPO 2040 RTP classifies Springdale Road as a minor arterial. Springdale Road is a two-lane undivided roadway in the vicinity of the site. According to the TxDOT average daily traffic counts, the 2015 ADT on was approximately 3,300 vpd north of Ferguson Lane. The ASMP proposes improvements to bicycle and pedestrian facilities. No timeline or source of funding was given for these improvements; therefore, they were not assumed for this study. The posted speed limit on Springdale Road is 30 mph.

### *Cameron Road (East)*

The CAMPO 2040 RTP classifies Cameron Road (East) as a minor arterial. Cameron Road (East) is a two-lane undivided roadway, east of Springdale Road. According to the TxDOT average daily traffic counts, the 2015 ADT on was approximately 2,400 vpd east of Springdale Road. The posted speed limit on Cameron Road (East) is 40 mph.



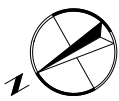
**LEGEND**

- X VPD = VEHICLES PER DAY
- TO BE CONSTRUCTED BY DEVELOPER
- TO BE CONSTRUCTED BY OTHERS

**FIGURE 1**

**AREA LOCATION MAP**

Background Map Copyrighted by Google, 2018



AMEF

DRUM

PROPOSED RUNDBERG LN EXTENSION

FUTURE ROW

DETECTION AND WET POND

PARNELL DR.

PRIVATE ROAD

A

B

C

D

FERGURSON LN

10' DRAINAGE EASEMENT

25' BUILDING LINE

POSSIBLE FUTURE DRIVE TO FERGURSON LN

POND

2,050'

BUILDING 06  
REAR LOAD  
CROSS DOCK  
288,280 SF

BUILDING 08  
REAR LOAD  
91,280 SF

BUILDING 05  
REAR LOAD  
CROSS DOCK  
288,280 SF

BUILDING 10  
REAR LOAD  
91,280 SF

BUILDING 03  
REAR LOAD  
95,280 SF

BUILDING 04  
REAR LOAD  
CROSS DOCK  
232,280 SF

BUILDING 02  
REAR LOAD  
95,280 SF

PROPOSED DETENTION AND WET POND

LEGEND



(X) = SITE DRIVEWAYS

FIGURE 2

CONCEPTUAL SITE PLAN



**LEGEND**

-  BUS ROUTE
-  BUS STOP

**FIGURE 3**

**TRANSIT AND BIKE MAP  
(NO BIKE FACILITY IN  
SITE VICINITY)**

Background Map Copyrighted by Google, 2019

# Traffic Analysis

In order to assess the traffic implications of the proposed development, three (3) time periods and seven (7) travel conditions were evaluated:

- 2019 Existing Conditions
- 2023 Forecasted Conditions (without site traffic)
- 2023 Site Plus Forecasted Conditions without improvements
- 2023 Site Plus Forecasted Conditions with improvements
- 2028 Forecasted Conditions (without site traffic)
- 2028 Site Plus Forecasted Conditions without improvements
- 2028 Site Plus Forecasted Conditions with improvements

Intersections in the vicinity of the site are considered the locations of principal concern because they are the locations of highest traffic conflict and delay. The standard used to evaluate traffic conditions at intersections is level of service (LOS), which is a qualitative measure of the effect of a number of factors such as speed, volume of traffic, geometric features, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost.

Two types of intersections to be evaluated are signalized and unsignalized, which use different criteria for assessment of operating levels. The analysis procedures are described in the following sections.

## Signalized Intersection Level of Service

Signalized intersection LOS is defined in terms of delay, which is a direct and/or indirect measure of driver discomfort, frustration, fuel consumption, and lost travel time. The levels of service have been established based on driver acceptability of various delays. The delay for each approach lane group is calculated based on a number of factors including lane geometrics, percentage of trucks, peak hour factor, number of lanes, signal progression, volume, signal green time to total cycle time ratio, roadway grades, parking conditions, and pedestrian flows.

Because delay is a complex measure, its relationship to capacity is also complex. Generally, overall intersection level of service A to D are considered to be acceptable, while overall LOS of E or F is unacceptable.

Table 1 summarizes the levels of service that are appropriate for different levels of average control delay, and a qualitative description for each. The HCM 6 uses the criteria of average control delay. Average control delay includes initial deceleration, delay, queue move-up time, stopped delay, and final acceleration delay (Ref. 5).



**Table 1. Signalized Intersection: Level of Service Measurement and Qualitative Descriptions**

Level of Service	Control Delay Per Vehicle (sec)	Qualitative Description
A	< 10	Good progression and short cycle lengths
B	> 10 and < 20	Good progression or short cycle lengths, more vehicle stops
C	> 20 and < 35	Fair progression and/or longer cycle lengths, some cycle failures
D	> 35 and < 55	Congestion becomes noticeable, high volume to capacity ratio
E	> 55 and < 80	Limit of acceptable delay, poor progression, long cycles, and/or high volume
F	> 80	Unacceptable to drivers, volume greater than capacity

### Unsignalized Intersection Level of Service

Unsignalized intersection LOS is defined in terms of average control delay and, in some cases,  $v/c$  ratio. Control delay is that portion of total delay attributed to traffic control measures, either traffic signals or stop signs. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

For two-way stop-controlled intersections, the analysis method assumes that major street through traffic is not affected by minor street flows. Major street left-turning traffic and the traffic on the minor approaches will be affected by opposing movements. Stop or yield signs are used to assign the right-of-way to the major street. This designation forces drivers on the controlled street to judgmentally select gaps in the major street flow through which to execute crossing or turning maneuvers. Thus, the capacity of the controlled legs is based upon two factors:

- The distribution of gaps in the major street traffic stream.
- Driver judgment in selecting gaps through which to execute their desired maneuvers.

The LOS procedure computes a capacity for each movement based upon the critical time gap required to complete the maneuver and the volume of traffic that is opposing the movement. The average control delay for any particular movement is calculated as a function of the capacity of the approach and the degree of saturation ( $v/c$  ratio). The degree of saturation is defined as the volume for a movement, expressed as an hourly flow rate, divided by the capacity of the movement, expressed as an hourly flow rate. With the HCM 6 methodology, overall intersection LOS is best quantified based on minor street movement average control delay. The HCM 6 methodology adjusts individual movement delay to account for a degree of saturation ( $v/c$  ratio) that is greater than 1.0. Those movements are assigned an LOS F, regardless of the average control delay.

Engineering judgment must be used to determine which minor street movement controls overall intersection LOS, and whether unacceptable LOS on minor street movements appropriately reflects unacceptable LOS for the overall intersection.

Table 2 shows the relationship between the average control delay and the LOS. The LOS range for unsignalized intersections is different than that for signalized intersections. This difference is due to the fact that drivers expect different levels of performance from different kinds of transportation facilities. Unsignalized intersections carry less traffic volume than signalized intersections and delays at unsignalized intersections are variable. For these reasons, control delay would be less for an unsignalized intersection than for a signalized intersection.

Analysis was performed using the simulation program “Synchro 10” by Trafficware (Ref. 6), which is based on the procedures contained in the Highway Capacity Manual.

**Table 2. Unsignalized Intersection: Level of Service Measurement**

Level of Service	Control Delay Per Vehicle (sec)
A	< 10
B	> 10 and < 15
C	> 15 and < 25
D	> 25 and < 35
E	> 35 and < 50
F	> 50

## 2019 Existing Conditions

The analysis of existing traffic requires the collection of data on the major roadways and intersections. AM (7-9 AM) and PM (4-6) peak hour turning movement counts were conducted at the following study area intersections on Thursday, December 5, 2019, while schools were in session:

- Cameron Road and Ferguson Lane
- Sprinkle Road/Tuscany Way and Ferguson Lane
- Springdale Road and Ferguson Lane

Additional peak hour turning movement counts were conducted at the following study intersections on Thursday, December 19, 2019 while schools were in session:

- Tuscany Way and US 290 WB FR
- Tuscany Way and US 290 EB FR
- Cameron Road (East) and Sprinkle Road
- Springdale Road and Cameron Road (East)
- Springdale Road and Sprinkle Road

### Background Traffic

The forecasted traffic was projected by analyzing patterns from TxDOT Historical ADT and comparison of traffic volumes conducted by HDR on local area roadways. For the purposes of traffic analysis, a two (2) percent annual growth rate was assumed and applied to existing traffic volumes to account for the effects of background growth.

### Signalized Intersections

2019 existing turning movement counts are presented in Figures 3. Brief descriptions of the following signalized intersections follows:

- Tuscany Way and US 290 WB FR
- Tuscany Way and US 290 EB FR
- Cameron Road and Ferguson Lane

#### *Tuscany Way and US 290 WB FR*

The northbound approach of Tuscany Way provides one left-turn lane and two through lanes, while the southbound approach provides one through lane and one through/right-turn shared lane. The westbound approach of US 290 WB FR provides one left-turn lane, two through lanes, and one through/right-turn shared lane. This intersection operates at LOS D under 2019 existing traffic conditions during both the AM and PM peak periods. Assuming the same intersection geometry, the intersection will continue to operate at LOS D under 2023 forecasted (without site) traffic conditions during both the AM and PM peak periods.

### *Tuscany Way and US 290 EB FR*

The northbound approach of Tuscany Way provides two through lanes and one through/right-turn shared lane, while the southbound approach provides one left-turn lane, one left-turn/through shared lane, and one through lane. The eastbound approach of US 290 EB FR provides two left-turn lanes, two through lanes, and one through/right-turn shared lane. This intersection operates at LOS C and F under 2019 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same intersection geometry, the intersection will continue to operate at LOS C and F under 2023 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

### *Cameron Road and Ferguson Lane/Commercial Driveway*

The northbound and southbound approaches of Cameron Road both provide one left-turn lane, two through lanes, and one through/right-turn shared lane. The westbound and eastbound approaches of Ferguson Lane and Commercial Driveway both provide one left-turn/through shared lane and one right-turn lane. This intersection operates at LOS B and C under 2019 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same intersection geometry, the intersection will continue to operate at LOS B and C under 2023 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

## Unsignalized Intersections

2019 existing turning movement are presented in Figures 3. Brief descriptions of the following unsignalized intersections follows:

- Sprinkle Road/Tuscany Way and Ferguson Lane
- Cameron Road (East) and Sprinkle Road
- Springdale Road and Cameron Road (East)
- Springdale Road and Sprinkle Road
- Springdale Road and Ferguson Lane

### *Sprinkle Road/Tuscany Way and Ferguson Lane*

All approaches of this intersection are stop-controlled. The northbound approach of Tuscany Way provides one left-turn lane and one through/right-turn shared lane, while the southbound approach of Sprinkle Road provides one left-turn/through shared lane and one channelized right-turn lane that is yield-controlled. The westbound approach of Ferguson Lane provides one left-turn/through shared lane and one right-turn lane, while the eastbound approach provides one left-turn/through shared lane and one channelized right-turn lane that is free-flowing. The intersection operates at LOS E under 2019 existing traffic conditions during both the AM and PM peak periods. Assuming the same intersection geometry, the intersection will operate at LOS F under 2023 forecasted (without site) traffic conditions during both the AM and PM peak periods.

### *Cameron Road (East) and Sprinkle Road*

The southbound approach of Cameron Road (East) is uncontrolled and provides one left-turn/through shared lane. The westbound approach of Sprinkle Road is yield-controlled and provides one through/right-turn shared lane. The eastbound approach of Sprinkle Road is uncontrolled and provides one left-turn/through shared lane. The minor street approach (SB) operates at LOS A under 2019 existing traffic conditions during both the AM and PM peak periods. Assuming the same intersection geometry, the minor street approach (SB) will continue to operate at LOS A under 2023 forecasted (without site) traffic conditions during the AM and PM peak periods.

### *Springdale Road and Cameron Road (East)*

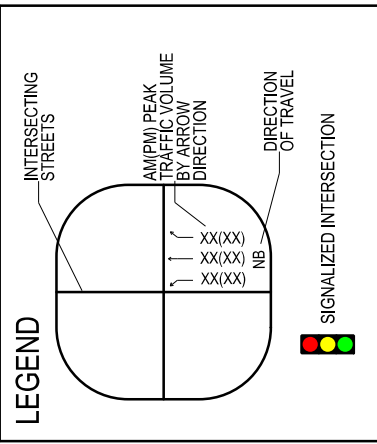
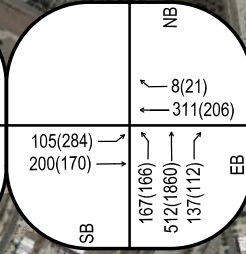
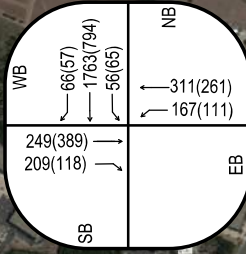
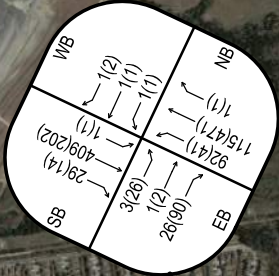
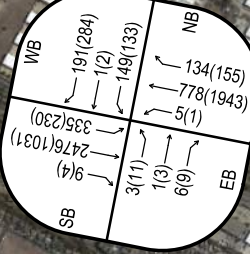
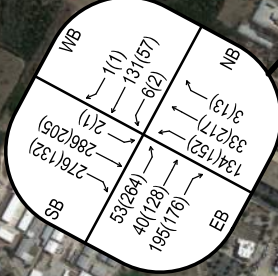
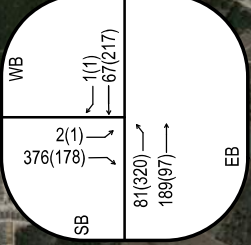
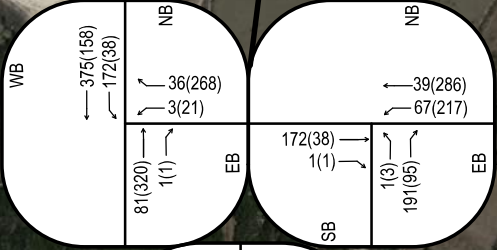
The northbound approach of Springdale Road comprises the stop-controlled approach of this intersection and provides one left-turn/right-turn shared lane. The westbound approach of Cameron Road (East) is uncontrolled and provides one left-turn/through shared lane, while the eastbound approach provides one through/right-turn shared lane. The minor street approach (NB) operates at LOS A and B under 2019 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same intersection geometry, the minor street approach (NB) will operate at LOS B and C under 2023 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

### *Springdale Road and Sprinkle Road*

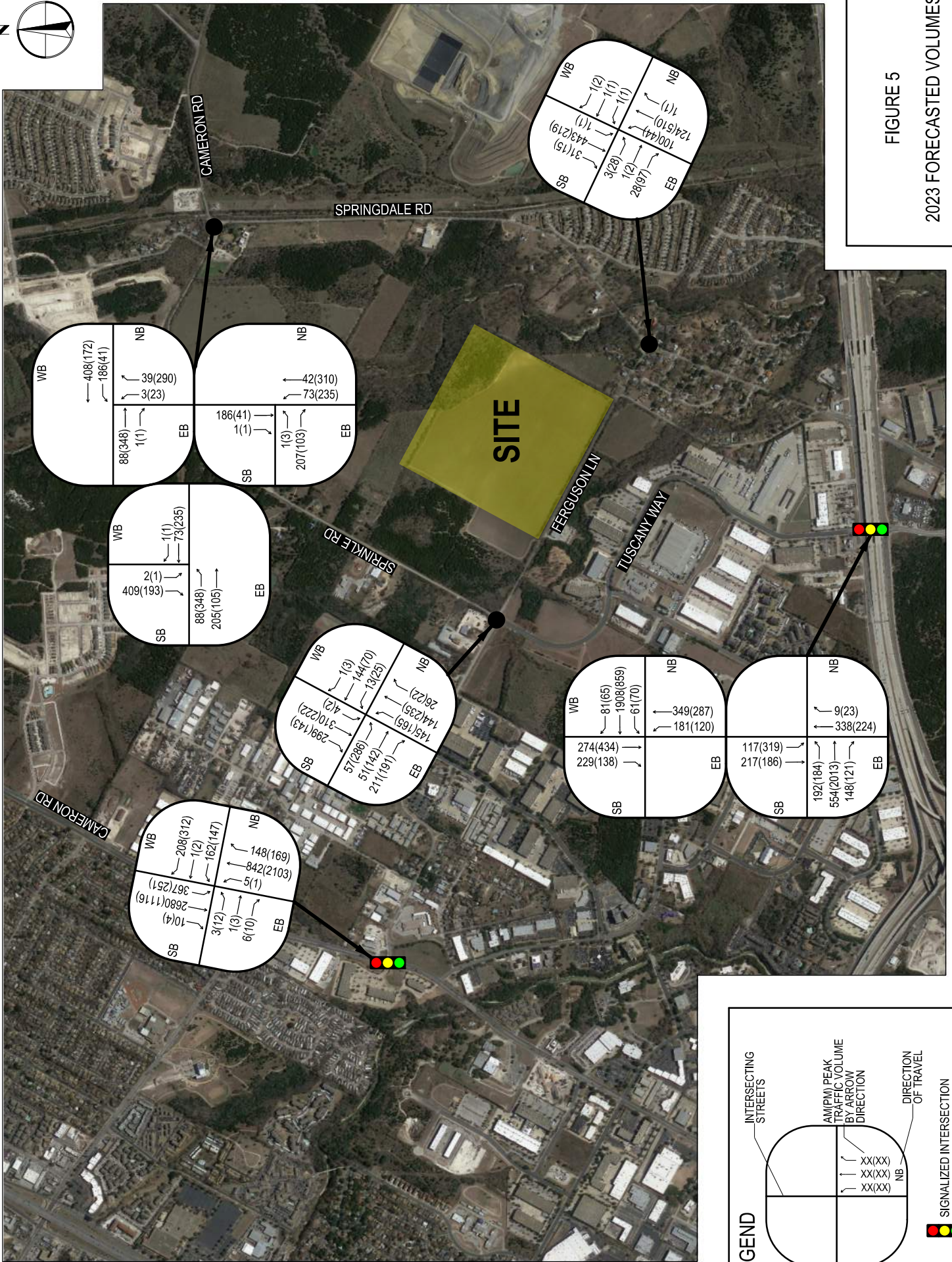
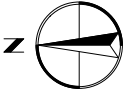
The northbound approach of Springdale Road is uncontrolled and provides one left-turn/through shared lane, while the southbound approach provides one through/right-turn shared lane. The eastbound approach of Sprinkle Road is yield-controlled and provides one left-turn/right-turn shared lane. The minor street approach (EB) operates at LOS B and A under 2019 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same intersection geometry, the minor street approach (EB) will continue to operate at LOS B and A under 2023 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

### *Springdale Road and Ferguson Lane*

All approaches of this single-lane roundabout provide one left-turn/through/right-turn shared lane. The highest delay minor street approach (SB, NB for AM and PM peak periods, respectively) operates at LOS B and A under 2019 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same intersection geometry, the intersection will operate at LOS B under 2023 forecasted (without site) traffic conditions during both the AM and PM peak periods.



**FIGURE 4**  
2019 EXISTING VOLUMES



## 2023 Forecasted with Site Generated Traffic

The Premier Logistics Park development is anticipated to be completed in 2023. This time frame was used to assess the major roadway effects and to facilitate the evaluation of potential improvements. The forecasted traffic was projected using available information. This process was facilitated by using trends established by prior data for the major roadways and intersections in the immediate vicinity of the project site.

### Site Generated Traffic

Determining the site generated traffic, or the traffic that will be generated due to the development of the proposed project, was a major element of this analysis. Unadjusted total trips per day, as well as the peak hour traffic associated with the project, were estimated using recommendations and data contained in the Institute of Transportation Engineers Trip Generation Manual, 10<sup>th</sup> Edition (Ref. 7).

Table 3 provides a detailed summary of the traffic production, which is directly related to the assumed land use activity for the Premier Logistics development. As a point of reference, the unadjusted trips per day for this project were estimated at 2,021 vehicles per day.

**Table 3. Summary of Unadjusted Daily and Peak Hour Trip Generation**

ITE Code	Land Use	Size	24-Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
				Enter	Exit	Enter	Exit
150	Warehousing	1,250,000 SF	2,021	135	40	48	130

### Analysis Assumptions

The traffic impact analysis process involves both the use of primary data and engineering judgment on transferable parameters. Specifically, engineering judgment is required for estimation of background traffic growth, pass-by capture, internal capture, and transit reductions. No trip reductions were assumed as part of this project due to all proposed land uses being institutional.

### Background Traffic

As previously mentioned, a two (2) percent annual growth rate was assumed for this study. In addition, the Ferguson Crossing (C14-2017-0139) development was included as background traffic, as shown in Figure 6. The following projects were considered but not included as background traffic due to the lack of available information:

- Colliers Wood Subdivision (C8J-2010-0091)
- Pioneer Crossing East Section 18 (C8-2016-0109.6B)
- Ferguson Lane Development (SP-2018-0174D)
- 2020 Business Park (SP-2018-0174D)



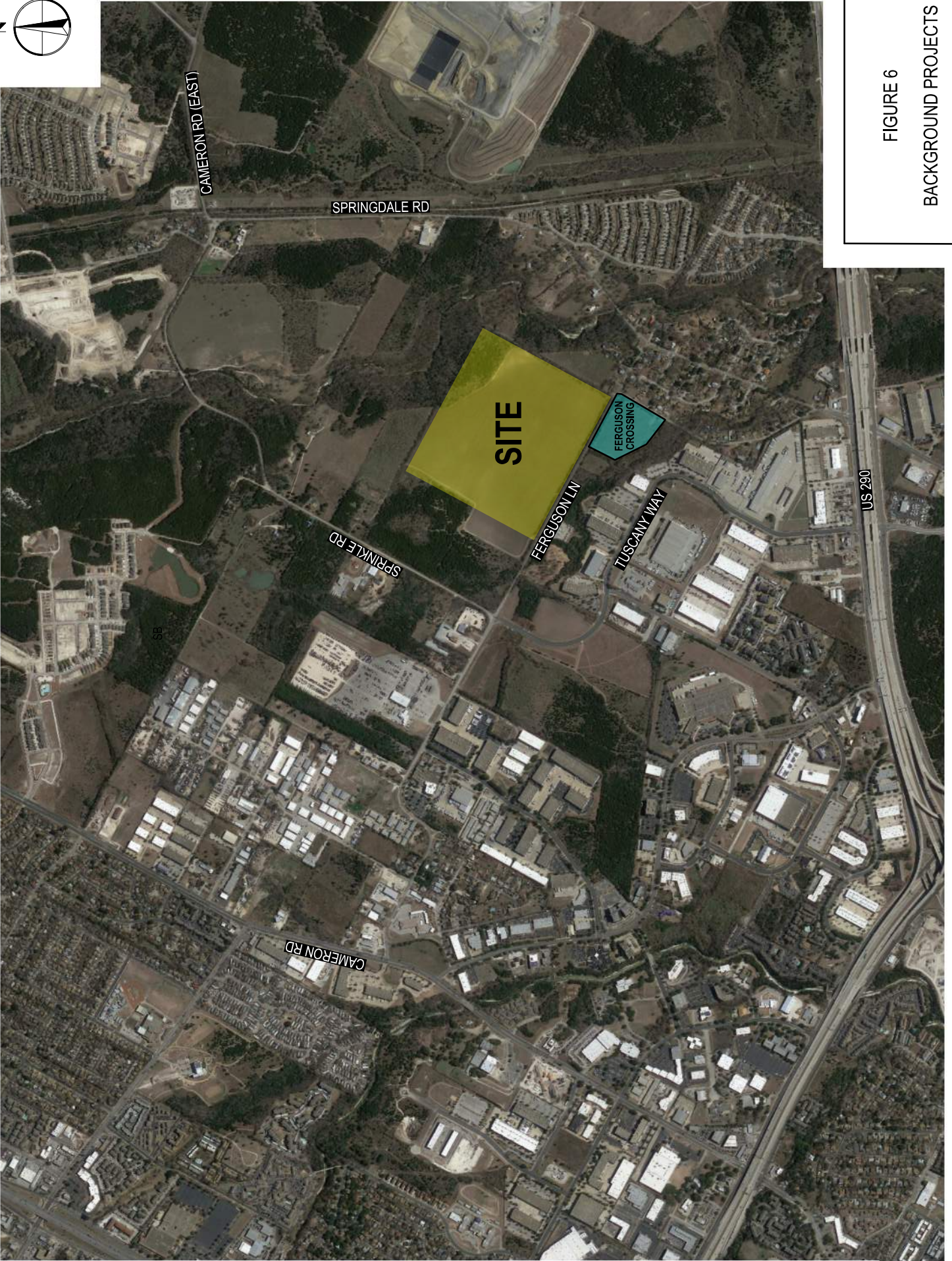
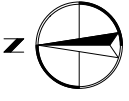


FIGURE 6

BACKGROUND PROJECTS

## Directional Distribution

The next step involved distribution of the site generated trips to appropriate geographic directions and logical connecting roadways. The major thoroughfares that have a direct bearing on the accessibility of the project have been previously identified. Overall directional distribution of traffic was derived using the existing 2019 traffic data collected during the study and engineering judgment. Forecasted directional distribution of traffic is presented in Table 4 below.

**Table 4. Forecasted Overall Directional Distribution of Site Oriented Traffic**

Direction/ Roadway	% Overall Distribution
East US 290	30
West US 290	35
South Tuscany Way	5
North Cameron Road	15
South Cameron Road	10
East Cameron Road (East)	5
<b>Total</b>	<b>100</b>

Given the total site generated traffic and the directional distribution by approach, the next step in the process is to assign the traffic destined to and from the project to the most likely travel paths. This step was performed by investigating a number of alternative travel patterns, as well as ingress/egress points along the project boundaries. Primary consideration was given to the traffic flow and safety of major roadways.

## Deceleration Lane Analysis

As part of this traffic study, an evaluation of the requirements for deceleration lanes were performed for all proposed site driveways. Volume thresholds for right-turn and left-turn deceleration lanes are based on criteria found in the TxDOT Access Management Manual (Ref. 8). The manual indicates that on roadways with a speed limit of 45 mph or less, a right-turn deceleration lane should be considered where the right-turn volume exceeds 60 vehicles per hour (vph). All site driveways are taking access on roadways that are 45 mph or less. Results of this analysis is discussed in the following paragraphs.

## Intersection Analysis

The total 2023 traffic demand will be the sum of traffic generated by the proposed project and changes in existing traffic. Total site and site plus forecasted traffic conditions turning movement counts are shown in Figure 7 and 8, respectively. The site plus

forecasted condition LOS assumes that all roadway and intersection improvements recommended in this TIA are constructed. Brief descriptions of the intersections follow:

*Tuscany Way and US 290 WB FR*

This intersection will operate at LOS D and E under 2023 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study.** It should be noted that the westbound left-turn of this intersection is operating unacceptably (delay); however, no improvements are recommended as the delay increase reported is less than ten percent. Additionally, the impact of site traffic on the southbound through/right-turn movement of this intersection has not been mitigated (delay and volume to capacity (V/C) ratio). Construction of a southbound right-turn lane was considered; however, ultimately was not recommended due to the presence of a large drainage structure on the southwest corner of this intersection. Site traffic comprises approximately 3.8 and 5.9 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

*Tuscany Way and US 290 EB FR*

This intersection will operate at LOS C and F under 2023 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study.** It should be noted that the eastbound approach of this intersection is operating unacceptably (delay); however, no improvements are recommended as the delay increase reported is less than ten percent. Site traffic comprises approximately 3.9 and 2.2 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

*Cameron Road and Ferguson Lane/Commercial Driveway*

This intersection will operate at LOS C under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods. **No improvements are recommended at this intersection as part of this study.** It should be noted that the westbound approach and southbound left-turn movement are operating unacceptably (delay and queue); however, no improvements were recommended as the delay increase reported is less than ten percent. Site traffic comprises approximately 1.0 and 1.1 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

*Sprinkle Road/Tuscany Way and Ferguson Lane/Rundberg Lane*

Rundberg Lane will be constructed to replace the east leg of this intersection and will provide one inbound lane and two outbound lanes. This intersection will operate at LOS C under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming the following improvements:

- **Installation of a traffic signal when warrants are met in the field**
- **Construction of a southbound left-turn lane (100-foot storage, 50-foot taper)**
- **Modification to the eastbound approach to provide one left-turn lane (140-foot storage, 300-foot taper) and one through/right-turn shared lane**

With the installation of a traffic signal at this intersection, some approaches at this intersection will experience higher queue lengths than under the previous all-way stop-controlled condition; however, a review of the available stopping sight distance for this intersection has been completed, and there is sufficient visibility for all approaches. Site traffic comprises approximately 11.1 and 10.6 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Cameron Road (East) and Sprinkle Road*

The minor street approach (SB) will operate at LOS A under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods. **No improvements are recommended at this intersection as part of this study.** Site traffic comprises approximately 1.1 and 1.0 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Springdale Road and Cameron Road (East)*

The minor street approach (NB) will operate at LOS B and C under 2023 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study.** Site traffic comprises approximately 1.2 and 1.0 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Springdale Road and Sprinkle Road*

The minor street approach (EB) will operate at LOS B and A under 2023 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study.** Site traffic comprises approximately 0.0 percent of total traffic at this intersection during both the AM and PM peak periods.

#### *Springdale Road and Ferguson Lane*

The highest delay minor street approach (SB, NB during the AM and PM peak periods, respectively) will operate at LOS B under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods. **No improvements are recommended at this intersection as part of this study.** No site traffic was assumed to be routed through this intersection due to the nature of the trips generated by the proposed land use and the existing prohibition of heavy vehicles on Ferguson Lane, east of Tuscany Way.

#### *Rundberg Lane and Driveway A*

Driveway A will be constructed as the east leg of this intersection and operate as stop-controlled. Driveway A will be constructed with a minimum 36-foot cross section that provides one inbound and two outbound lanes. The minor street approach (WB) will operate at LOS A under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming the following improvements:

- **Construction of a northbound right-turn lane (150-foot storage, 100-foot taper)**

- **Construction of a southbound left-turn lane (150-foot storage, 100-foot taper)**

Deceleration lane analysis was conducted at this driveway, and the volume threshold for a right-turn deceleration lane was exceeded under this condition, and is recommended. A left-turn bay is recommended to be constructed with the Rundberg Lane extension for safety and ease of access for large trucks that will be entering the site.

#### *Rundberg Lane and Driveway B*

Driveway B will be constructed as the east leg of this intersection and operate as stop-controlled. Driveway B will be constructed with a minimum 30-foot cross section that provides one inbound and one outbound lane. The minor street approach (WB) will operate at LOS A under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming the **construction of a southbound left-turn lane (150-foot storage, 100-foot taper)**. Deceleration lane analysis was conducted at this driveway, and the volume threshold was not exceeded for a right-turn or left-turn deceleration lane. A left-turn bay is recommended to be constructed with the Rundberg Lane extension for safety and ease of access for large trucks that will be entering the site.

#### *Ferguson Lane and Rundberg Lane*

Ferguson Lane, east of Tuscan Way, will be reconfigured, and a new two-way stop controlled intersection will be constructed approximately 600 feet to the east of Tuscan Way. The northbound approach of Ferguson Lane will comprise the stop-controlled approach of this intersection and provide one left-turn/right-turn shared lane. The eastbound approach of Rundberg Lane will provide one through/right-turn shared lane, while the southbound approach will provide one left-turn lane and one through lane. The minor street approach (NB) will operate at LOS B under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods. **No additional improvements are recommended at this intersection as part of this study.**

#### *Ferguson Lane and Driveway C*

Driveway C will be constructed as the north leg of this intersection and operate as stop-controlled. Driveway C will be constructed with a minimum 30-foot cross section that provides one inbound and one outbound lane. The minor street approach (SB) will operate at LOS A under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods. **No additional improvements are recommended at this intersection as part of this study.** Deceleration lane analysis was conducted at this driveway, and the volume threshold was not exceeded for a right-turn or left-turn deceleration lane.

#### *Ferguson Lane and Driveway D*

Driveway D will be constructed as the north leg of this intersection and operate as stop-controlled. Driveway D will be constructed with a minimum 30-foot cross section that provides one inbound and one outbound lane. The minor street approach (SB) will operate at LOS A under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods. **No additional improvements are recommended at this**

**intersection as part of this study.** Deceleration lane analysis was conducted at this driveway, and the volume threshold was not exceeded for a right-turn or left-turn deceleration lane.

## Intersection Sight Distance

As a part of this study, an evaluation of the intersection sight distance at all proposed driveways was performed. Sight distance requirements for passenger cars was based on the American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets (2011) (Ref.8). Sight distance was measured in the field where possible, and a summary of whether or not the required sight distance was available is documented in Table 5.

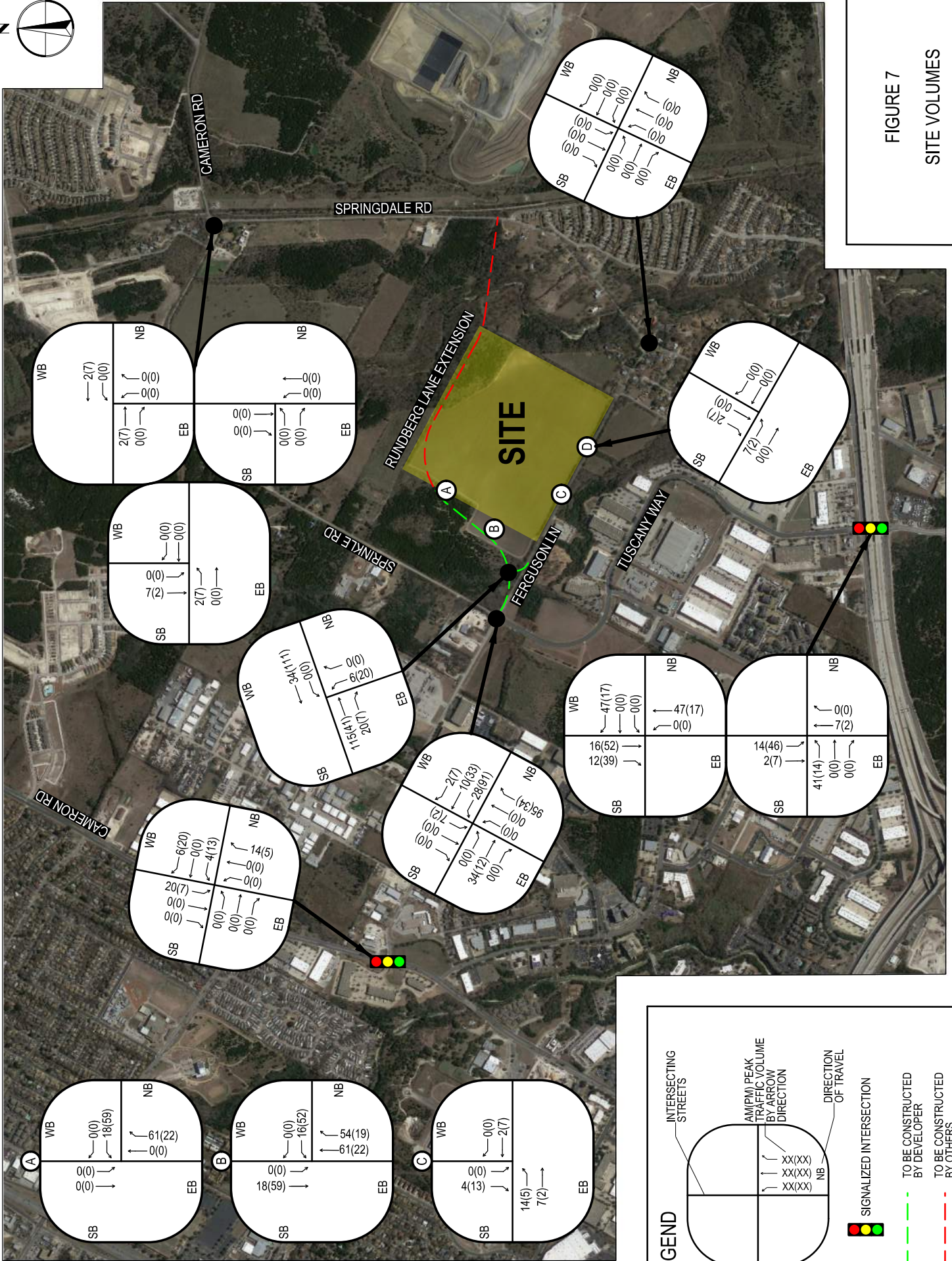
**Table 5. Intersection Sight Distance Study**

Driveway	Required Sight Distance (ft)	Available Sight Distance?	
		To Left	To Right
A	-	-	-
B	-	-	-
C	445	Yes*	Yes*
D	445	Yes*	Yes*

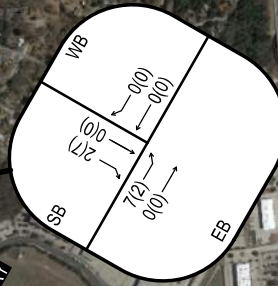
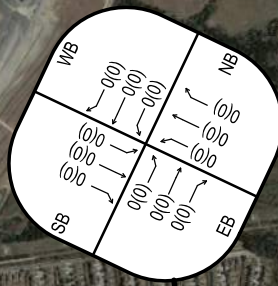
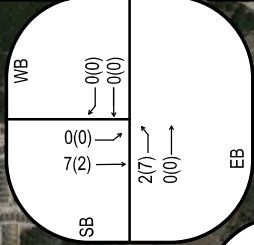
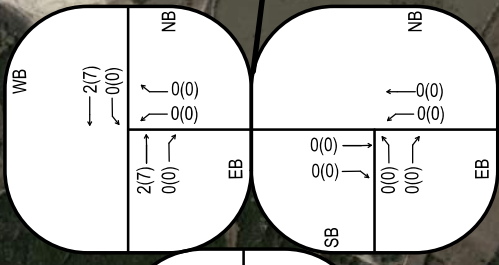
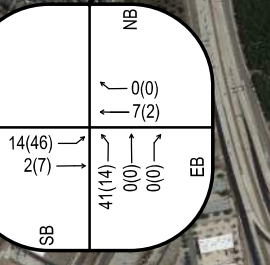
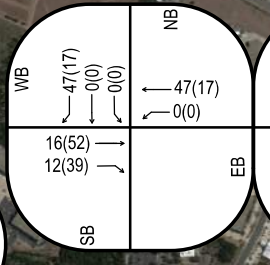
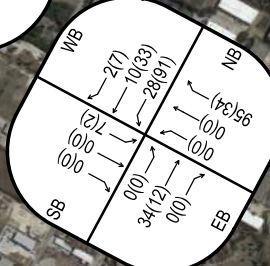
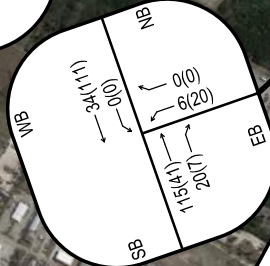
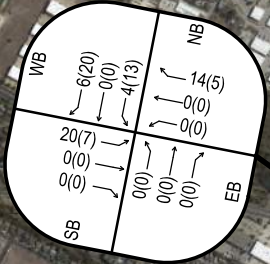
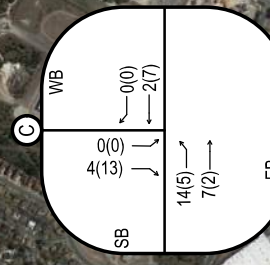
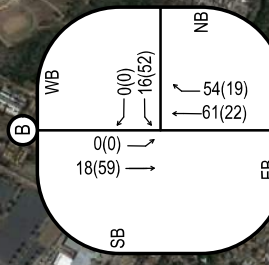
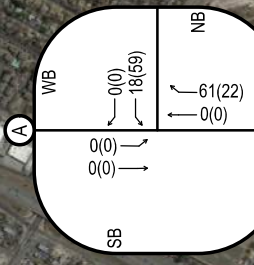
- Roadway does not currently exist; measurements could not be taken

\* Measurement taken from less than 18 feet from edge of pavement due to vegetation causing limited visibility.

The sight distances for Driveways C and D are currently limited by vegetation on the north side of Ferguson Lane. With the removal of certain bushes and trees, the sight distance is anticipated to exceed the minimum requirements as there are no horizontal or vertical curves in the roadway in the vicinity of Driveways C and D that would limit visibility. Sight distances could not be collected at Driveways A and B as the Rundberg Lane extension was not constructed during the time of data collection.



**FIGURE 7**  
**SITE VOLUMES**



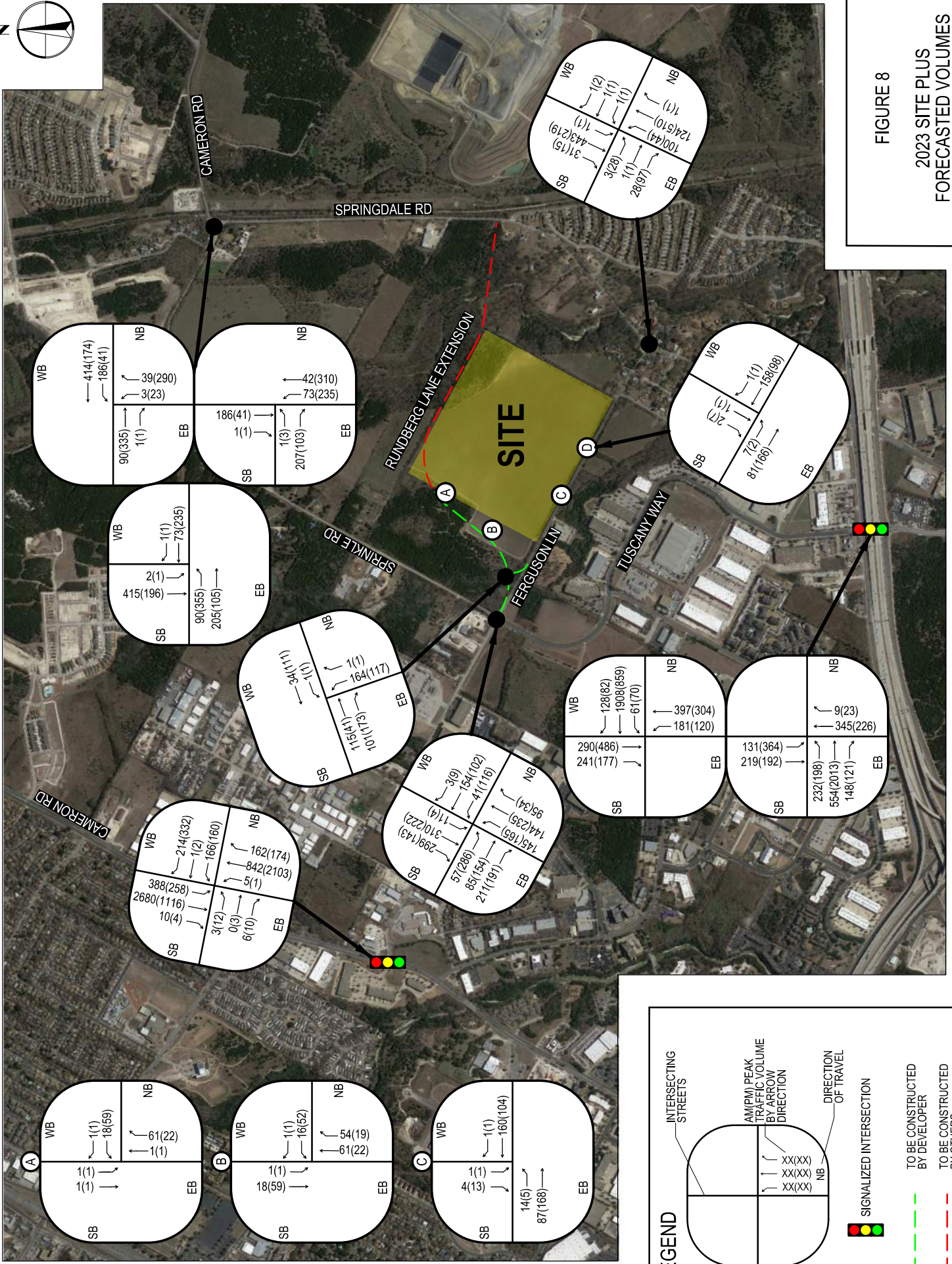


FIGURE 8

2023 SITE PLUS  
FORECASTED VOLUMES

**LEGEND**

INTERSECTING STREETS

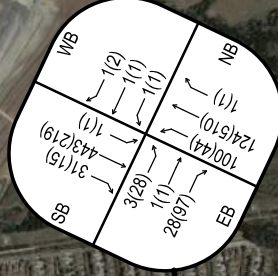
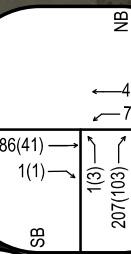
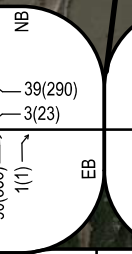
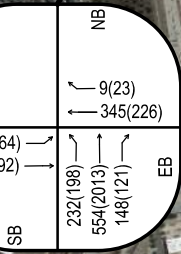
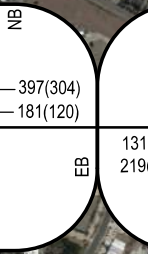
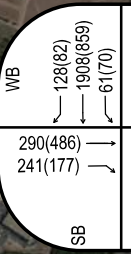
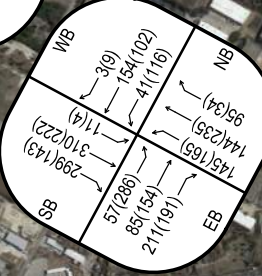
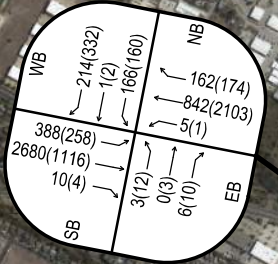
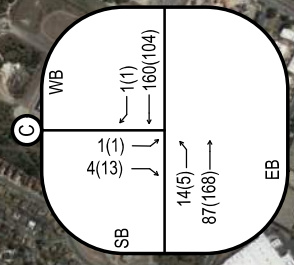
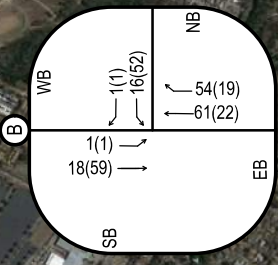
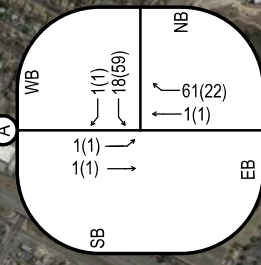
AM/PM PEAK TRAFFIC VOLUME BY ARROW DIRECTION

DIRECTION OF TRAVEL

SIGNALIZED INTERSECTION

TO BE CONSTRUCTED BY DEVELOPER

TO BE CONSTRUCTED BY OTHERS





## 2028 Forecasted (with and without) Site Generated Traffic

As per Travis County's requirements, the 2028 traffic conditions were also analyzed. The same calculated annual growth rate of two (2) percent was used to estimate the 2028 traffic volumes for the existing intersections. 2028 forecasted (with and without site) traffic volumes are shown in Figures 7 and 8, respectively. Brief descriptions of the intersections follow.

### *Tuscany Way and US 290 WB FR*

This intersection will operate at LOS E under 2028 forecasted (without site) traffic conditions during both the AM and PM peak periods. This intersection will continue to operate at LOS E under 2028 site plus forecasted traffic conditions during the AM and PM peak periods, assuming the following improvements:

- **Construction of a westbound right-turn lane (400-foot storage, 100-foot taper)**
- **Signal timing optimization**

It should be noted that the southbound approach and westbound left-turn movement of this intersection will operate unacceptably (delay and v/c ratio); however, no additional improvements are recommended as the impact of site traffic has been mitigated. Site traffic comprises approximately 3.5 and 5.4 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

### *Tuscany Way and US 290 EB FR*

This intersection will operate at LOS C and F under 2028 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively. This intersection will continue to operate at LOS C and F under 2028 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study.** It should be noted that the eastbound through/right-turn movements of this intersection will operate unacceptably (delay and v/c ratio); however, no improvements are recommended because the delay and V/C ratio increases less than ten percent from the 2028 forecasted (without site) traffic condition. Site traffic comprises approximately 3.5 and 2.0 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

### *Cameron Road and Ferguson Lane/Commercial Driveway*

This intersection will operate at LOS C under 2028 forecasted (without site) traffic conditions during both the AM and PM peak periods. This intersection will continue to operate at LOS C under 2028 site plus forecasted traffic conditions during both the AM and PM peak. **No improvements are recommended at this intersection as part of this study.** It should be noted that the westbound through movement of this intersection will operate unacceptably; however, no improvements are recommended because the delay increase is less than ten percent from the 2028 forecasted (without site) traffic condition. Impacts to the southbound left-turn movement are also not mitigated because the increase in delay and queue length is less than ten percent. Site traffic comprises

approximately 0.9 and 1.0 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Sprinkle Road/Tuscany Way and Ferguson Lane*

The intersection will operate at LOS F under 2028 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively. The intersection will operate at LOS D under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming **the previously mentioned improvements to install a signal and provide additional left-turn lanes for the southbound and eastbound approaches**. Site traffic comprises approximately 10.2 and 9.7 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Cameron Road (East) and Sprinkle Road*

The highest delay minor street approach (SB) will operate at LOS A under 2028 forecasted (without site) traffic conditions during both the AM and PM peak periods. The minor street approach (SB) will continue to operate at LOS A under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods. **No improvements are recommended at this intersection as part of this study**. Site traffic comprises approximately 1.0 and 0.9 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Springdale Road and Cameron Road (East)*

The highest delay minor street approach (NB) will operate at LOS B and D under 2028 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively. The minor street approach (NB) will continue to operate at LOS B and D under 2028 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study**. Site traffic comprises approximately 1.1 and 0.9 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Springdale Road and Sprinkle Road*

The highest delay minor street approach (EB) will operate at LOS B and A under 2028 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively. The minor street approach (NB) will continue to operate at LOS B and A under 2028 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study**. Site traffic comprises approximately 0.0 percent of total traffic at this intersection during both the AM and PM peak periods.

#### *Springdale Road and Ferguson Lane*

The highest delay minor street approach (NB) will operate at LOS B under 2028 forecasted (without site) traffic conditions during both the AM and PM peak periods. The minor street approach (NB) will continue to operate at LOS B under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods. **No improvements are recommended at this intersection as part of this study**. No site traffic was assumed to be routed through this intersection due to the nature of the trips

generated by the proposed land use and prohibition of heavy vehicles on Ferguson Lane, east of Tuscany Way.

#### *Rundberg Lane and Driveway A*

The minor street approach (WB) will operate at LOS A under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming ***the previously mentioned improvements to construct a northbound right-turn and southbound left-turn deceleration lane***. Deceleration lane analysis was conducted at this driveway, and the volume threshold for a right-turn deceleration lane was exceeded under this condition, and is recommended. A left-turn bay is also recommended to be constructed with the Rundberg Lane extension for safety and ease of access for large trucks that will be entering the site.

#### *Rundberg Lane and Driveway B*

The minor street approach (WB) will operate at LOS A under 2028 site plus forecasted traffic conditions during both the AM and PM peak, assuming ***the previously mentioned improvement to construct a southbound left-turn lane***. Deceleration lane analysis was conducted at this driveway, and the volume threshold was not exceeded for a right-turn or left-turn deceleration lane. A left-turn bay is recommended to be constructed with the Rundberg Lane extension for safety and ease of access for large trucks that will be entering the site.

#### *Ferguson Lane and Rundberg Lane*

The minor street approach (NB) will operate at LOS B under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods. ***No additional improvements are recommended at this intersection as part of this study.***

#### *Ferguson Lane and Driveway C*

The minor street approach (SB) will operate at LOS A under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods. ***No additional improvements are recommended at this intersection as part of this study.*** Deceleration lane analysis was conducted at this driveway, and the volume threshold was not exceeded for a right-turn or left-turn deceleration lane.

#### *Ferguson Lane and Driveway D*

The minor street approach (SB) will operate at LOS A under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods. ***No additional improvements are recommended at this intersection as part of this study.*** Deceleration lane analysis was conducted at this driveway, and the volume threshold was not exceeded for a right-turn or left-turn deceleration lane.

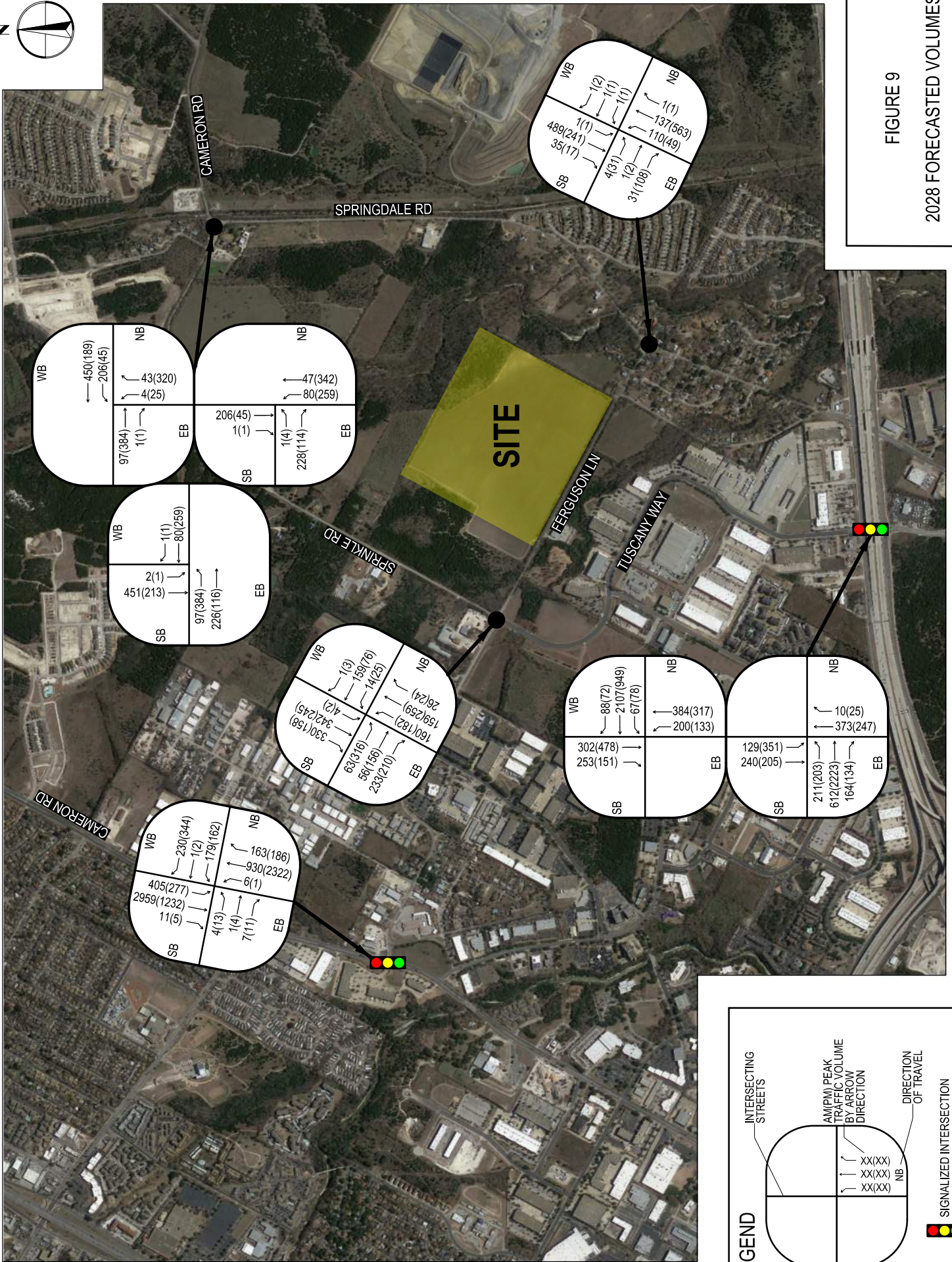


FIGURE 9

2028 FORECASTED VOLUMES

**LEGEND**

INTERSECTING STREETS

AMPM PEAK TRAFFIC VOLUME BY ARROW DIRECTION

DIRECTION OF TRAVEL

SIGNALIZED INTERSECTION

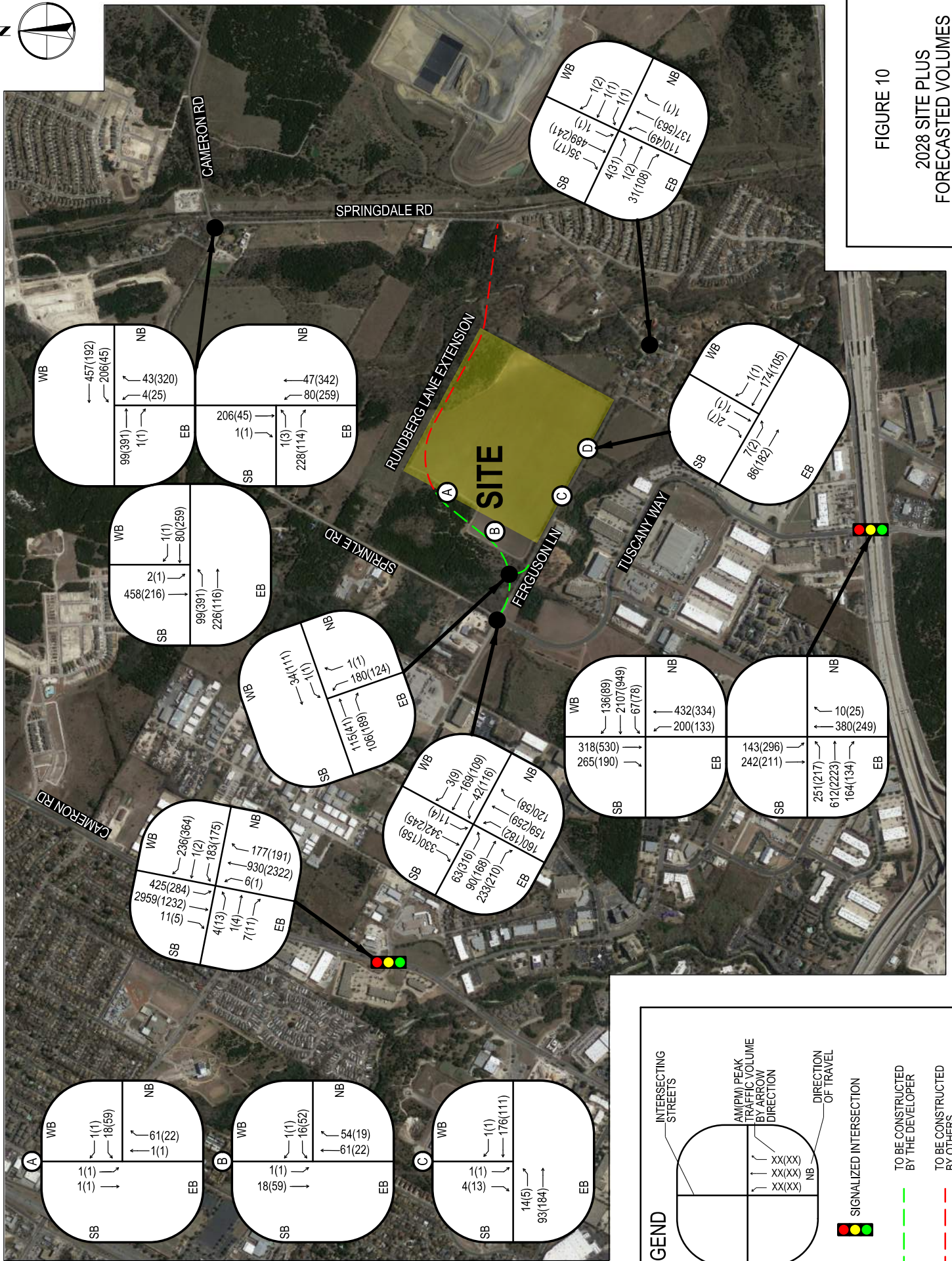


FIGURE 10

2028 SITE PLUS FORECASTED VOLUMES

## Roadway-Sizing Analysis

As part of this study, 24-hour projected volumes were analyzed on Ferguson Lane and Rundberg Lane under 2023 and 2028 site plus forecasted traffic conditions in order to determine the development's impact to the roadway size. Road sizing is based on the criteria provided by the City of Austin, as shown in Table 6, and road type is based on the functional characteristics described in the City of Austin Transportation Criteria Manual (Ref. 9). Analysis results are summarized in Table 7. This information is intended to give high-level analysis of the likely roadway needs given the project information available to date.

**Table 6. Road-Sizing Criteria**

Number of Lanes	Max ADT
2	10,000
3	20,000
4 (divided)	40,000
6 (divided)	40,000+

**Table 7. Roadway-Sizing Analysis**

Condition	Roadway	2023 Site + Forecasted			2028 Site + Forecasted		
		ADT*	# Lanes	Road Type	ADT*	# Lanes	Road Type
Existing	Ferguson Lane – Wall Street to Sprinkle Road/Tuscany Way	10,397	3	Major Arterial**	11,421	3	Major Arterial**
	Ferguson Lane – Rundberg Lane to Springdale Road	2,904	2	Minor Arterial	3,131	2	Minor Arterial
Proposed	Rundberg Lane – Sprinkle Road/Tuscany Way to 2,050 feet east of Sprinkle Road/Tuscany Way	4,417	2	Major Arterial**	4,644	2	Major Arterial**
	Parnell Drive, east of Rundberg Lane	801	2	Commercial Collector	801	2	Commercial Collector

\* K-factor of 0.1 used to determine ADT

\*\* Roadway ADT also falls in range of Minor Arterial classification, but shown as Major Arterial in 2040 CAMPO Plan

The existing sections of Ferguson Lane are appropriately sized to handle the volume of traffic expected upon completion of this site. The proposed roadways to be constructed with this project – Rundberg Lane and Parnell Drive – should be constructed as two-lane roadways in order to accommodate the anticipated traffic volume in 2023 and 2028.

# Summary and Recommendations

Intersection LOS and delay results for 2019 existing, 2023 forecasted (with and without site), and 2028 forecasted (with and without site) traffic conditions are presented in Tables 8 and 9. Table 10 provides a summary of all the recommended improvements to mitigate the impacts of site traffic.

**Table 8. Overall Approach Level of Service and Delay (sec/veh) – Signalized and All-Way Stop Intersections**

Intersection	2019 Existing		2023 Forecasted		2023 Site + Forecasted w/o Improvements		2023 Site + Forecasted with Improvements		2028 Forecasted		2028 Site + Forecasted w/o Improvements		2028 Site + Forecasted with Improvements	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Overall LOS and delay is reported for all signalized intersections and all-way-stop-controlled intersections.														
Tuscany Way and US 290 WB FR	D (35.8)	D (38.5)	D (48.0)	D (45.8)	D (53.7)	E (64.1)	N/A	N/A	E (76.4)	E (62.0)	F (84.6)	F (80.2)	E (61.2)	E (57.8)
Tuscany Way and US 290 EB FR	C (32.6)	F (106.3)	C (33.3)	F (133.3)	C (33.9)	F (130.7)	N/A	N/A	C (34.0)	F (173.0)	D (35.3)	F (169.9)	C (34.3)	F (179.0)
Cameron Road and Ferguson Lane/Commercial Driveway	B (16.2)	C (24.1)	B (19.2)	C (26.9)	C (20.2)	C (28.3)	N/A	N/A	C (23.7)	C (32.3)	C (24.8)	C (34.5)	N/A	N/A
Sprinkle Road/Tuscany Way and Ferguson Lane/Rundberg Lane Extension	E (49.1)	E (44.2)	F (53.1)	F (70.2)	F (104.5)	F (96.4)	C (26.3)	C (33.1)	F (128.1)	F (103.1)	F (145.1)	F (127.8)	D (35.9)	D (38.5)

N/A – No improvements recommended under this condition

**Table 9. Highest Delay Minor Street Approach Level of Service and Delay (sec/veh) – Unsignalized Intersections**

Intersection	2019 Existing		2023 Forecasted		2023 Site + Forecasted w/o Improvements		2023 Site + Forecasted with Improvements		2028 Forecasted		2028 Site + Forecasted w/o Improvements		2028 Site + Forecasted with Improvements	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Sprinkle Road and Cameron Road (East)	A (0.0) SB	A (0.0) SB	A (0.0) SB	A (0.0) SB	A (0.0) SB	A (0.0) SB	N/A	N/A	A (0.0) SB	A (0.0) SB	A (0.0) SB	A (0.0) SB	N/A	N/A
Springdale Road and Cameron Road (East)	A (9.8) NB	B (10.3) NB	B (10.0) NB	C (22.4) NB	B (10.0) NB	C (22.9) NB	N/A	N/A	B (10.6) NB	D (31.0) NB	B (10.7) NB	D (32.2) NB	N/A	N/A
Springdale Road and Sprinkle Road	B (10.8) EB	A (9.3) EB	B (11.5) EB	A (9.4) EB	B (11.5) EB	A (9.4) EB	N/A	N/A	B (11.7) EB	A (9.7) EB	B (12.2) EB	A (9.7) EB	N/A	N/A
Springdale Road and Ferguson Lane	B (10.4) SB	A (9.7) NB	B (11.6) SB	B (10.7) NB	B (11.6) SB	B (10.7) NB	N/A	N/A	B (13.6) SB	B (12.3) NB	B (13.6) SB	B (12.3) NB	N/A	N/A
Rundberg Lane Extension and Driveway A	-	-	-	-	A (8.6) WB	A (8.8) WB	N/A	N/A	-	-	A (8.6) WB	A (8.8) WB	N/A	N/A
Rundberg Lane Extension and Driveway B	-	-	-	-	A (9.2) WB	A (9.3) WB	N/A	N/A	-	-	A (9.2) WB	A (9.3) WB	N/A	N/A
Ferguson Lane and Rundberg Lane	-	-	-	-	B (11.1) NB	B (11.3) NB	N/A	N/A	-	-	B (11.3) NB	B (11.5) NB	N/A	N/A
Driveway C and Ferguson Lane	-	-	-	-	A (9.4) SB	A (9.0) SB	N/A	N/A	-	-	A (9.4) SB	A (9.1) SB	N/A	N/A
Driveway D and Ferguson Lane	-	-	-	-	A (9.5) SB	A (9.0) SB	N/A	N/A	-	-	A (9.6) SB	A (9.1) SB	N/A	N/A

- Intersection does not exist under this condition  
 N/A – No improvements recommended under this condition



**Table 10. Summary of Recommended Improvements**

Year	Intersection	Recommendations	% Site Traffic
2023	Sprinkle Road/Tuscany Way and Ferguson Lane/ Rundberg Lane Extension	Installation of a traffic signal when warrants are met in the field	11.1
		Construction of a southbound left-turn lane (100-foot storage, 50-foot taper)	64.2
		Construction of an eastbound left-turn lane (140-foot storage, 300-foot taper)	0.0
	Rundberg Lane Extension and Driveway A	Construction of a northbound right-turn deceleration lane (150-foot storage, 100-foot taper)	100
		Construction of a southbound left-turn lane (150-foot storage, 100-foot taper)	
Rundberg Lane Extension and Driveway B	Construction of a southbound left-turn lane (150-foot storage, 100-foot taper)	100	
2028	Tuscany Way and US 290 WB FR	Construction of a westbound right turn lane (400-foot storage, 100-foot taper)	34.8



80

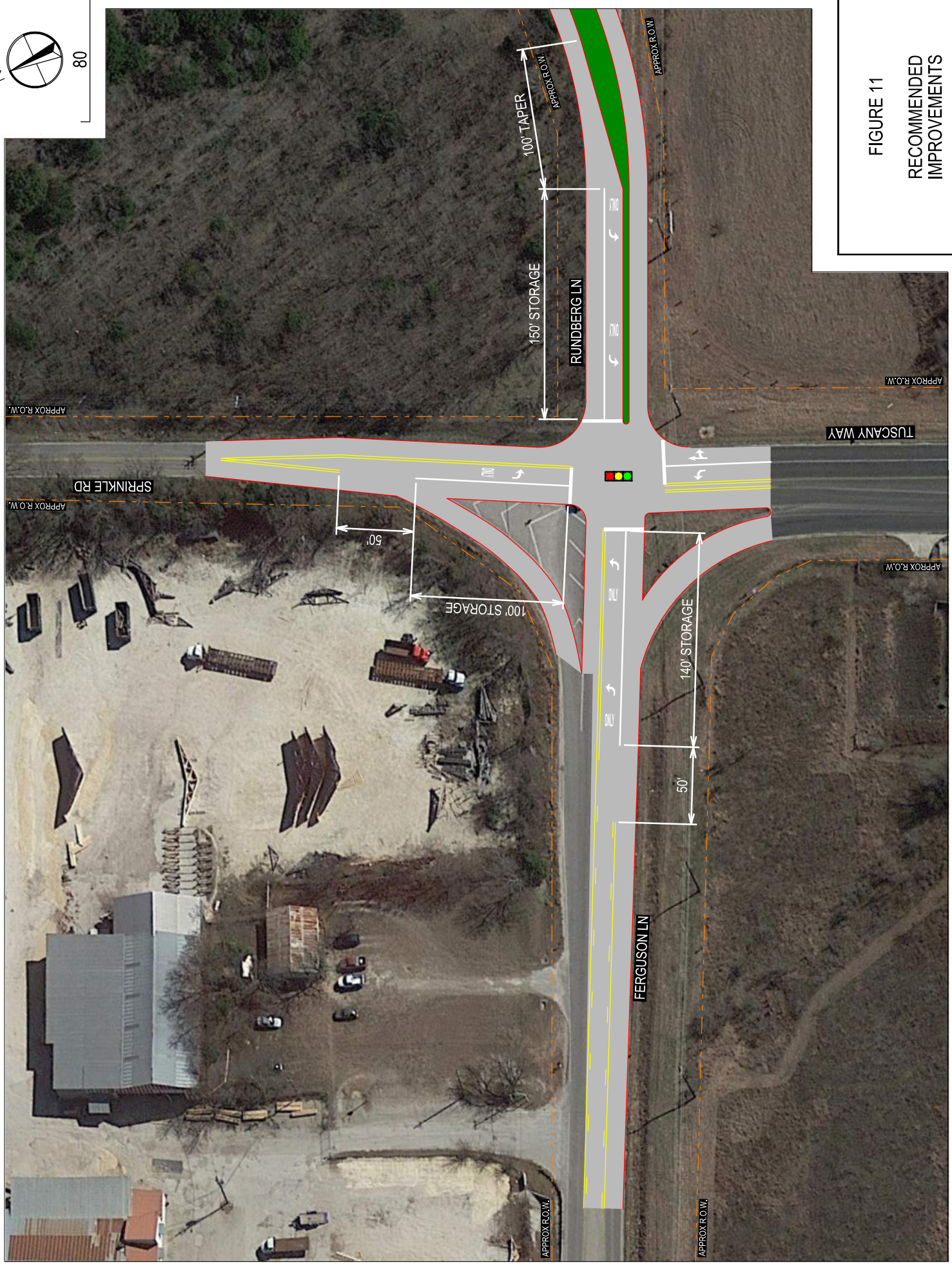


FIGURE 11  
RECOMMENDED  
IMPROVEMENTS



FIGURE 12  
RECOMMENDED  
IMPROVEMENTS

Table 11. 2023 Intersection Analysis Results for AM Peak

Intersection	AM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
<b>Tuscany Way &amp; US 290 WB FR</b>	<b>Signal</b>	<b>35.8</b>	<b>D</b>				<b>48.0</b>	<b>D</b>				<b>53.7</b>	<b>D</b>				<b>Signal</b>	<b>53.7</b>	<b>D</b>			
WB left		61.1	E	94	540	0.31	64.0	E	102	540	0.38	64.6	E	102	540	0.40		64.6	E	102	540	0.40
WB through/right		43.2	D	686	N/A	0.91	61.5	E	793	N/A	1.01	71.0	E	826	N/A	1.05		71.0	E	826	N/A	1.05
NB left		3.7	A	2	N/A	0.37	4.1	A	2	N/A	0.40	3.9	A	2	N/A	0.40		3.9	A	2	N/A	0.40
NB through		4.5	A	7	N/A	0.31	4.5	A	8	N/A	0.34	4.4	A	7	N/A	0.39		4.4	A	7	N/A	0.39
SB through/right		39.4	D	198	N/A	0.68	42.7	D	226	N/A	0.73	45.1	D	243	N/A	0.77		45.1	D	243	N/A	0.77
<b>Tuscany Way &amp; US 290 EB FR</b>	<b>Signal</b>	<b>32.6</b>	<b>D</b>				<b>33.3</b>	<b>C</b>				<b>33.9</b>	<b>C</b>				<b>Signal</b>	<b>33.9</b>	<b>C</b>			
EB left		54.0	D	110	645	0.42	55.3	E	124	645	0.49	57.9	E	148	645	0.59		57.9	E	148	645	0.59
EB through/right		33.6	C	199	N/A	0.49	34.5	C	218	N/A	0.53	34.5	C	218	N/A	0.53		34.5	C	218	N/A	0.53
NB through/right		45.4	D	123	N/A	0.35	45.6	D	132	N/A	0.37	45.6	D	135	N/A	0.38		45.6	D	135	N/A	0.38
SB left		4.2	A	14	N/A	0.14	3.9	A	10	N/A	0.15	4.0	A	12	N/A	0.16		4.0	A	12	N/A	0.16
SB left/through		4.0	A	15	N/A	0.14	3.5	A	13	N/A	0.15	3.6	A	15	N/A	0.16		3.6	A	15	N/A	0.16
<b>Cameron Rd &amp; Private Drwy/Ferguson Ln</b>	<b>Signal</b>	<b>16.2</b>	<b>B</b>				<b>19.2</b>	<b>B</b>				<b>20.2</b>	<b>C</b>				<b>Signal</b>	<b>20.2</b>	<b>C</b>			
EB left/through		49.5	D	14	N/A	0.02	49.5	D	14	N/A	0.03	49.5	D	14	N/A	0.03		49.5	D	14	N/A	0.03
EB right		0.2	A	0	N/A	0.03	0.2	A	0	N/A	0.03	0.2	A	0	N/A	0.03		0.2	A	0	N/A	0.03
WB left/through		121.9	F	273	N/A	0.99	143.4	F	307	N/A	1.08	151.2	F	315	N/A	1.11		151.2	F	315	N/A	1.11
WB right		20.1	C	122	180	0.41	22.9	C	146	180	0.43	22.6	C	151	180	0.43		22.6	C	151	180	0.43
NB left		3.6	A	4	200	0.03	3.6	A	4	200	0.03	3.6	A	4	200	0.03		3.6	A	4	200	0.03
NB through/right		13.4	B	200	N/A	0.36	15.7	B	234	N/A	0.41	16.5	B	237	N/A	0.42		16.5	B	237	N/A	0.42
SB left		16.0	B	144	215	0.71	24.3	C	216	215	0.78	28.6	C	251	215	0.81		28.6	C	251	215	0.81
SB through/right		9.8	A	563	N/A	0.67	10.9	B	665	N/A	0.73	10.9	B	665	N/A	0.73		10.9	B	665	N/A	0.73
<b>Tuscany Way/Sprinkle Rd &amp; Ferguson Ln</b>	<b>All-Way Stop</b>	<b>49.1</b>	<b>E</b>				<b>87.5</b>	<b>F</b>				<b>104.5</b>	<b>F</b>				<b>Signal</b>	<b>26.3</b>	<b>C</b>			
EB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		23.2	C	52	140	0.21

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

Table 11. 2023 Intersection Analysis Results for AM Peak

Intersection	AM Peak																						
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)						
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	
EB left/through	Stop	13.0	B	0.8	N/A	0.22	15.1	C	1.0	N/A	0.29	18.0	C	1.6	N/A	0.40		~	~	~	~	~	
EB through/right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		32.2	C	219	N/A	0.75	
EB right	Stop	14.3	B	1.8	140	0.40	17.4	C	2.3	140	0.50	19.6	C	2.6	140	0.54		~	~	~	~	~	
WB left		~	~	~	~	~	~	~	~	~	~	14.7	B	0.5	150	0.16		23.6	C	39	150	0.23	
WB left/through	Stop	16.1	C	1.9	N/A	0.42	20.4	C	2.6	N/A	0.54	~	~	~	~	~		~	~	~	~	~	
WB through/right		~	~	~	~	~	~	~	~	~	~	22.6	C	2.9	N/A	0.58		39.3	D	145	N/A	0.62	
WB right	Stop	10.1	B	0.0	120	0.00	11.1	B	0.0	120	0.00	~	~	~	~	~		~	~	~	~	~	
NB left	Stop	14.8	B	1.4	N/A	0.34	16.8	C	1.7	N/A	0.41	18.4	C	1.9	N/A	0.44		14.9	B	70	N/A	0.53	
NB through/right	Stop	10.9	B	0.3	N/A	0.09	16.5	C	2.0	N/A	0.44	~	~	~	~	~		~	~	~	~	~	
NB through		~	~	~	~	~	~	~	~	~	~	26.5	D	4.6	N/A	0.72		9.7	A	141	N/A	0.30	
SB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		8.5	A	10	100	0.02	
SB left/through/right	Stop	87.9	F	18.3	N/A	1.09	183.5	F	29.2	N/A	1.30	~	~	~	~	~		~	~	~	~	~	
SB through/right		~	~	~	~	~	~	~	~	~	~	241.6	F	33.9	N/A	1.45		30.6	C	506	N/A	0.85	
<b>Sprinkle Rd &amp; Cameron Rd (East)</b>	<b>Yield</b>	<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>				<b>Yield</b>	<b>0.0</b>	<b>A</b>				
EB left/through	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Free	N/A	N/A	N/A	N/A	N/A
WB through/right	Yield	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00		Yield	0.0	A	0.0	N/A	0.00
SB left/right	Yield	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00		Yield	0.0	A	0.0	N/A	0.00
<b>Springdale Rd &amp; Cameron Rd (East)</b>	<b>Two-Way Stop</b>	<b>2.6</b>	<b>A</b>				<b>2.6</b>	<b>A</b>				<b>2.6</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>2.6</b>	<b>A</b>				
EB through/right	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Free	N/A	N/A	N/A	N/A	N/A
WB left/through	Yield	7.7	A	0.4	N/A	0.13	7.8	A	0.5	N/A	0.14	7.8	A	0.5	N/A	0.14		Yield	7.8	A	0.5	N/A	0.14
NB left/right	Stop	9.8	A	0.2	N/A	0.06	10.0	B	0.2	N/A	0.06	10.0	B	0.2	N/A	0.06		Stop	10.0	B	0.2	N/A	0.06
<b>Springdale Rd &amp; Sprinkle Rd</b>	<b>Yield</b>	<b>5.6</b>	<b>A</b>				<b>5.7</b>	<b>A</b>				<b>5.7</b>	<b>A</b>				<b>Yield</b>	<b>5.7</b>	<b>A</b>				
EB left/right	Yield	10.8	B	27	250	.27		11.5	B	33	N/A		11.5	B	33	N/A		Yield		11.5	B	33	N/A

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

Table 11. 2023 Intersection Analysis Results for AM Peak

Intersection	AM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
NB left/through	Yield	0.5	A	4	N/A	0.06	5.2	A	6	N/A	0.07	5.2	A	6	N/A	0.07	Yield	5.2	A	6	N/A	0.07
SB through/right	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Springdale Rd &amp; Ferguson Ln</b>	<b>Roundabout</b>	<b>6.3</b>	<b>A</b>				<b>6.8</b>	<b>A</b>				<b>6.8</b>	<b>A</b>				<b>Roundabout</b>	<b>6.8</b>	<b>A</b>			
EB left/through/right		5.1	A	N/A	N/A	0.07	5.4	A	N/A	N/A	0.07	5.4	A	N/A	N/A	0.07		5.4	A	N/A	N/A	0.07
WB left/through/right		3.4	A	N/A	N/A	0.01	3.5	A	N/A	N/A	0.01	3.5	A	N/A	N/A	0.01		3.5	A	N/A	N/A	0.01
NB left/through/right		4.1	A	1.0	N/A	0.18	4.2	A	1.0	N/A	0.18	4.2	A	1.0	N/A	0.18		4.2	A	1.0	N/A	0.18
SB left/through/right		7.5	A	2.0	N/A	0.44	8.1	A	3.0	N/A	0.48	8.1	A	3.0	N/A	0.48		8.1	A	3.0	N/A	0.48
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway A</b>	~	~	~				~	~				<b>2.1</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>2.1</b>	<b>A</b>			
WB left		~	~	~	~	~	~	~	~	~	~	8.6	A	0.1	N/A	0.02	Stop	8.6	A	0.1	N/A	0.02
WB right		~	~	~	~	~	~	~	~	~	~	8.3	A	0.0	N/A	0.00	Stop	8.3	A	0.0	N/A	0.00
NB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
NB right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	150	N/A	Free	N/A	N/A	N/A	150	N/A
SB left		~	~	~	~	~	~	~	~	~	~	7.3	A	0.0	150	0.00	Yield	7.3	A	0.0	150	0.00
SB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway B</b>	~	~	~				~	~				<b>1.1</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>1.1</b>	<b>A</b>			
WB left/right		~	~	~	~	~	~	~	~	~	~	9.2	A	0.1	N/A	0.02	Stop	9.2	A	0.1	N/A	0.02
NB through/right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left		~	~	~	~	~	~	~	~	~	~	7.5	A	0.0	150	0.00	Yield	7.5	A	0.0	150	0.00
SB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
<b>Ferguson Ln &amp; Rundberg Ln Extension</b>	~	~	~	~	~	~	~	~	~	~	~	<b>4.4</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>4.4</b>	<b>A</b>			
EB through/right		~	~				~	~				N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB left		~	~	~	~	~	~	~	~	~	~	7.7	A	0.0	150	0.00	Yield	7.7	A	0.0	150	0.00

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

**Table 11. 2023 Intersection Analysis Results for AM Peak**

Intersection	AM Peak																				
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)				
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length
WB through		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
NB left/right		~	~	~	~	~	~	~	~	~	11.1	B	0.9	N/A	0.23	Stop	11.1	B	0.9	N/A	0.23
<b>Ferguson Ln &amp; Driveway C</b>	~	~	~			~	~				<b>0.6</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>0.6</b>	<b>A</b>			
EB left/through		~	~	~	~	~	~	~	~	~	7.6	A	0.0	N/A	0.01	Yield	7.6	A	0.0	N/A	0.01
WB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left/right		~	~	~	~	~	~	~	~	~	9.4	A	0.0	N/A	0.01	Stop	9.4	A	0.0	N/A	0.01
<b>Ferguson Ln &amp; Driveway D</b>	~	~	~			~	~				<b>0.3</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>0.3</b>	<b>A</b>			
EB left/through		~	~	~	~	~	~	~	~	~	7.6	A	0.0	N/A	0.00	Yield	7.6	A	0.0	N/A	0.00
WB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left/right		~	~	~	~	~	~	~	~	~	9.5	A	0.0	N/A	0.00	Stop	9.5	A	0.0	N/A	0.00

**Table 12. 2023 Intersection Analysis Results for PM Peak**

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
<b>Tuscany Way &amp; US 290 WB FR</b>	<b>Signal</b>	<b>38.5</b>	<b>D</b>			<b>45.8</b>	<b>D</b>				<b>64.1</b>	<b>E</b>				<b>Signal</b>	<b>64.1</b>	<b>E</b>				
WB left		77.8	E	118	540	0.53	82.5	F	133	540	0.60	82.5	F	133	540	0.60		82.5	F	133	540	0.60
WB through/right		32.0	C	271	N/A	0.48	33.0	C	298	N/A	0.52	33.1	C	304	N/A	0.53		33.1	C	304	N/A	0.53
NB left		3.4	A	1	N/A	0.27	3.4	A	1	N/A	0.29	3.4	A	1	N/A	0.28		3.4	A	1	N/A	0.28
NB through		4.7	A	5	N/A	0.28	4.6	A	5	N/A	0.31	4.6	A	5	N/A	0.32		4.6	A	5	N/A	0.32
SB through/right		64.8	E	304	N/A	0.88	84.2	F	350	N/A	1.00	131.4	F	461	N/A	1.16		131.4	F	461	N/A	1.16

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

Table 12. 2023 Intersection Analysis Results for PM Peak

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
<b>Tuscany Way &amp; US 290 EB FR</b>	<b>Signal</b>	<b>106.3</b>	<b>F</b>				<b>133.3</b>	<b>F</b>				<b>130.7</b>	<b>F</b>				<b>Signal</b>	<b>130.7</b>	<b>F</b>			
EB left		57.2	E	113	645	0.37	58.0	E	124	645	0.41	58.5	E	132	645	0.44		58.5	E	132	645	0.44
EB through/right		145.4	F	945	N/A	1.22	186.5	F	1062	N/A	1.32	186.5	F	1062	N/A	1.32		186.5	F	1062	N/A	1.32
NB through/right		48.7	D	97	N/A	0.31	49.4	D	105	N/A	0.33	49.4	D	106	N/A	0.34		49.4	D	106	N/A	0.34
SB left		1.9	A	2	N/A	0.24	1.9	A	3	N/A	0.27	1.9	A	3	N/A	0.31		1.9	A	3	N/A	0.31
SB left/through		1.2	A	2	N/A	0.21	1.2	A	2	N/A	0.24	1.4	A	3	N/A	0.26		1.4	A	3	N/A	0.26
<b>Cameron Rd &amp; Private Drwy/Ferguson Ln</b>	<b>Signal</b>	<b>24.1</b>	<b>C</b>				<b>26.9</b>	<b>C</b>				<b>28.3</b>	<b>C</b>				<b>Signal</b>	<b>28.3</b>	<b>C</b>			
EB left/through		45.4	D	29	N/A	0.09	44.9	D	31	N/A	0.10	44.1	D	31	N/A	0.09		44.1	D	31	N/A	0.09
EB right		0.3	A	0	N/A	0.04	0.3	A	0	N/A	0.05	0.3	A	0	N/A	0.04		0.3	A	0	N/A	0.04
WB left/through		80.1	F	186	N/A	0.80	82.4	F	206	N/A	0.83	83.4	F	223	N/A	0.85		83.4	F	223	N/A	0.85
WB right		40.4	D	271	180	0.65	40.2	D	305	180	0.67	40.6	D	330	180	0.70		40.6	D	330	180	0.70
NB left		5.0	A	2	200	0.00	5.0	A	2	200	0.00	5.0	A	2	200	0.00		5.0	A	2	200	0.00
NB through/right		22.0	C	614	N/A	0.73	26.2	C	708	N/A	0.81	27.5	C	710	N/A	0.83		27.5	C	710	N/A	0.83
SB left		63.1	E	265	215	0.85	67.5	E	307	215	0.88	70.1	E	320	215	0.90		70.1	E	320	215	0.90
SB through/right		6.3	A	171	N/A	0.28	6.8	A	187	N/A	0.31	7.2	A	187	N/A	0.31		7.2	A	187	N/A	0.31
<b>Tuscany Way/Sprinkle Rd &amp; Ferguson Ln</b>	<b>All-Way Stop</b>	<b>44.2</b>	<b>E</b>				<b>70.2</b>	<b>F</b>				<b>96.4</b>	<b>F</b>				<b>Signal</b>	<b>33.1</b>	<b>C</b>			
EB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		26.3	C	192	140	0.69
EB left/through	Stop	87.0	F	14.7	N/A	1.04	147.4	F	20.2	N/A	1.24	213.1	F	24.4	N/A	1.41		~	~	~	~	~
EB through/right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		42.9	D	296	N/A	0.85
EB right	Stop	14.8	B	2.0	140	0.41	17.7	C	2.6	140	0.49	21.5	C	3.0	140	0.56		~	~	~	~	~
WB left		~	~	~	~	~	~	~	~	~	~	26.6	D	3.1	150	0.59		31.7	C	73	150	0.69
WB left/through	Stop	15.2	C	1.0	N/A	0.26	20.3	C	2.1	N/A	0.44	~	~	~	~	~		~	~	~	~	~
WB through/right		~	~	~	~	~	~	~	~	~	~	23.2	C	2.6	N/A	0.54		40.3	D	103	N/A	0.58

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition



Table 12. 2023 Intersection Analysis Results for PM Peak

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
WB right	Stop	11.4	B	0.0	120	0.00	12.1	B	0.0	120	0.01	~	~	~	~	~		~	~	~	~	~
NB left	Stop	18.4	C	2.2	N/A	0.46	22.1	C	2.8	N/A	0.54	25.9	D	3.2	N/A	0.60		24.7	C	100	N/A	0.63
NB through/right	Stop	24.1	C	4.2	N/A	0.64	34.4	D	6.1	N/A	0.79	60.1	F	9.2	N/A	0.99		19.9	B	214	N/A	0.46
SB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		13.0	B	7	100	0.01
SB left/through/right	Stop	43.7	E	8.8	N/A	0.88	75.3	F	12.5	N/A	1.04	121.0	F	15.8	N/A	1.19		~	~	~	~	~
SB through/right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		41.6	D	287	N/A	0.84
<b>Sprinkle Rd &amp; Cameron Rd (East)</b>	<b>Free</b>	<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>				<b>Free</b>	<b>0.0</b>	<b>A</b>			
EB left/through	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB through/right	Yield	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	Yield	0.0	A	0.0	N/A	0.00
SB left/right	Yield	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	Yield	0.0	A	0.0	N/A	0.00
<b>Springdale Rd &amp; Cameron Rd (East)</b>	<b>Two-Way Stop</b>	<b>6.7</b>	<b>A</b>				<b>8.4</b>	<b>A</b>				<b>8.5</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>8.5</b>	<b>A</b>			
EB through/right	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB left/through	Yield	7.3	A	0.1	N/A	0.03	8.4	A	0.1	N/A	0.04	8.4	A	0.1	N/A	0.04	Yield	8.4	A	0.1	N/A	0.04
NB left/right	Stop	10.3	B	1.6	N/A	0.35	22.4	C	4.9	N/A	0.66	22.9	C	5.1	N/A	0.67	Stop	22.9	C	5.1	N/A	0.67
<b>Springdale Rd &amp; Sprinkle Rd</b>	<b>Yield</b>	<b>4.7</b>	<b>A</b>				<b>4.8</b>	<b>A</b>				<b>4.8</b>	<b>A</b>				<b>Yield</b>	<b>4.8</b>	<b>A</b>			
EB left/right	Yield	9.3	A	9	N/A	0.11	9.4	A	10.0	N/A	N/A	9.4	A	10.0	N/A	<b>0.12</b>	<b>Yield</b>	9.4	A	10.0	N/A	<b>0.12</b>
NB left/through	Yield	4.2	A	15	N/A	0.17	1.8	A	16.0	N/A	N/A	4.4	A	16.0	N/A	0.18	Free	4.4	A	16.0	N/A	0.18
SB through/right	Free	0.0	A	0.0	N/A	0.03	0.0	A	0.0	N/A	0.03	0.0	A	0.0	N/A	0.03	Free	0.0	A	0.0	N/A	0.03
<b>Springdale Rd &amp; Ferguson Ln</b>	<b>Roundabout</b>	<b>6.0</b>	<b>A</b>				<b>6.4</b>	<b>A</b>				<b>6.4</b>	<b>A</b>				<b>Roundabout</b>	<b>6.4</b>	<b>A</b>			
EB left/through/right		4.8	A	1.0	N/A	0.15	5.0	A	1.0	N/A	0.17	5.0	A	1.0	N/A	0.17		5.0	A	1.0	N/A	0.17
WB left/through/right		5.1	A	N/A	N/A	0.02	5.4	A	N/A	N/A	0.02	5.4	A	N/A	N/A	0.02		5.4	A	N/A	N/A	0.02
NB left/through/right		7.0	A	3.0	N/A	0.43	7.5	A	3.0	N/A	0.47	7.5	A	3.0	N/A	0.47		7.5	A	3.0	N/A	0.47

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

Table 12. 2023 Intersection Analysis Results for PM Peak

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
SB left/through/right		4.6	A	1.0	N/A	0.21	4.8	A	1.0	N/A	0.23	4.8	A	1.0	N/A	0.23		4.8	A	1.0	N/A	0.23
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway A</b>	~	~										<b>6.3</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>6.3</b>	<b>A</b>			
WB left		~	~	~	~	~	~	~	~	~	~	8.8	A	0.2	N/A	0.06	Stop	8.8	A	0.2	N/A	0.06
WB right		~	~	~	~	~	~	~	~	~	~	8.3	A	0.0	N/A	0.00	Stop	8.3	A	0.0	N/A	0.00
NB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
NB right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	150	N/A	Free	N/A	N/A	N/A	150	N/A
SB left		~	~	~	~	~	~	~	~	~	~	7.3	A	0.0	150	0.00	Yield	7.3	A	0.0	150	0.00
SB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway B</b>	~	~										<b>3.2</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>3.2</b>	<b>A</b>			
WB left/right		~	~	~	~	~	~	~	~	~	~	9.3	A	0.2	N/A	0.06	Stop	9.3	A	0.2	N/A	0.06
NB through/right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left		~	~	~	~	~	~	~	~	~	~	7.3	A	0.0	150	0.00	Yield	7.3	A	0.0	150	0.00
SB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
<b>Ferguson Ln &amp; Rundberg Ln Extension</b>	~	~										<b>3.2</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>3.2</b>	<b>A</b>			
EB through/right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB left		~	~	~	~	~	~	~	~	~	~	7.8	A	0.0	150	0.00	Yield	7.8	A	0.0	150	0.00
WB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
NB left/right		~	~	~	~	~	~	~	~	~	~	11.3	B	0.8	N/A	0.20	Stop	11.3	B	0.8	N/A	0.20
<b>Ferguson Ln &amp; Driveway C</b>	~	~										<b>0.6</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>0.6</b>	<b>A</b>			
EB left/through		~	~	~	~	~	~	~	~	~	~	7.5	A	0.0	N/A	0.00	Yield	7.5	A	0.0	N/A	0.00
WB through/right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

**Table 12. 2023 Intersection Analysis Results for PM Peak**

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
SB left/right		~	~	~	~	~	~	~	~	~	9.0	A	0.1	N/A	0.02	Stop	9.0	A	0.1	N/A	0.02	
<b>Ferguson Ln &amp; Driveway D</b>	~	~									<b>0.3</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>0.3</b>	<b>A</b>				
EB left/through		~	~	~	~	~	~	~	~	~	7.4	A	0.0	N/A	0.00	Yield	7.4	A	0.0	N/A	0.00	
WB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
SB left/right		~	~	~	~	~	~	~	~	~	9.0	A	0.0	N/A	0.01	Stop	9.0	A	0.0	N/A	0.01	

**Table 13. 2028 Intersection Analysis Results for AM Peak**

Intersection	AM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
<b>Tuscany Way &amp; US 290 WB FR</b>	<b>Signal</b>	<b>35.8</b>	<b>D</b>			<b>76.4</b>	<b>E</b>				<b>84.6</b>	<b>F</b>				<b>Signal</b>	<b>61.2</b>	<b>E</b>				
WB left		61.1	E	94	540	0.31	67.0	E	109	540	0.45	67.7	E	109	540	0.46		66.4	E	109	540	0.46
WB through/right		43.2	D	686	N/A	0.91	104.9	F	931	N/A	1.14	118.7	F	964	N/A	1.17		~	~	~	~	~
WB through		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		86.0	F	855	N/A	1.09
WB right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		0.7	A	0	400	0.21
NB left		3.7	A	2	N/A	0.37	4.4	A	2	N/A	0.44	4.2	A	2	N/A	0.44		4.4	A	2	N/A	0.44
NB through		4.5	A	7	N/A	0.31	4.4	A	8	N/A	0.38	4.4	A	8	N/A	0.42		4.4	A	8	N/A	0.42
SB through/right		39.4	D	198	N/A	0.68	47.5	D	258	N/A	0.81	50.1	D	290	N/A	0.84		50.1	D	290	N/A	0.84
<b>Tuscany Way &amp; US 290 EB FR</b>	<b>Signal</b>	<b>32.6</b>	<b>C</b>			<b>34.0</b>	<b>C</b>				<b>35.3</b>	<b>D</b>				<b>Signal</b>	<b>34.3</b>	<b>C</b>				
EB left		54.0	D	110	645	0.42	56.4	E	136	645	0.54	59.4	E	159	645	0.64		59.4	E	159	645	0.64
EB through/right		33.6	C	199	N/A	0.49	35.9	D	245	N/A	0.58	35.9	D	245	N/A	0.58		35.9	D	245	N/A	0.58
NB through/right		45.4	D	123	N/A	0.35	46.1	D	146	N/A	0.41	46.2	D	148	N/A	0.42		46.2	D	148	N/A	0.42

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

Table 13. 2028 Intersection Analysis Results for AM Peak

Intersection	AM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
SB left		4.2	A	14	N/A	0.14	3.9	A	12	N/A	0.17	3.3	A	8	N/A	0.16		3.3	A	8	N/A	0.16
SB left/through		4.0	A	15	N/A	0.14	3.5	A	15	N/A	0.17	2.9	A	10	N/A	0.16		2.9	A	10	N/A	0.16
<b>Cameron Rd &amp; Private Drwy/Ferguson Ln</b>	<b>Signal</b>	<b>16.2</b>	<b>B</b>				<b>23.7</b>	<b>C</b>				<b>24.8</b>	<b>C</b>				<b>Signal</b>	<b>24.8</b>	<b>C</b>			
EB left/through		49.5	D	14	N/A	0.02	49.8	D	15	N/A	0.03	49.8	D	15	N/A	0.03		49.8	D	15	N/A	0.03
EB right		0.2	A	0	N/A	0.03	0.1	A	0	N/A	0.03	0.1	A	0	N/A	0.03		0.1	A	0	N/A	0.03
WB left/through		121.9	F	273	N/A	0.99	177.1	F	343	N/A	1.20	186.5	F	352	N/A	1.22		186.5	F	352	N/A	1.22
WB right		20.1	C	122	180	0.41	25.3	C	180	180	0.45	24.9	C	187	180	0.45		24.9	C	187	180	0.45
NB left		3.6	A	4	200	0.03	3.7	A	4	200	0.04	3.7	A	4	200	0.04		3.7	A	4	200	0.04
NB through/right		13.4	B	200	N/A	0.36	18.5	B	265	N/A	0.47	19.2	B	268	N/A	0.49		19.2	B	268	N/A	0.49
SB left		16.0	B	144	215	0.71	37.7	D	311	215	0.85	42.6	D	369	215	0.87		42.6	D	369	215	0.87
SB through/right		9.8	A	563	N/A	0.67	13.1	B	841	N/A	0.80	13.1	B	841	N/A	0.80		13.1	B	841	N/A	0.80
<b>Tuscany Way/Sprinkle Rd &amp; Ferguson Ln</b>	<b>All-Way Stop</b>	<b>49.1</b>	<b>E</b>				<b>128.1</b>	<b>F</b>				<b>145.1</b>	<b>F</b>				<b>Signal</b>	<b>35.9</b>	<b>D</b>			
EB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		23.6	C	56	140	0.23
EB left/through	Stop	13.0	B	0.8	N/A	0.22	16.6	C	1.2	N/A	0.34	19.9	C	1.9	N/A	0.46		~	~	~	~	~
EB through/right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		37.7	D	257	N/A	0.81
EB right	Stop	14.3	B	1.8	140	0.40	20.4	C	2.8	140	0.60	23.1	C	3.2	140	0.64		~	~	~	~	~
WB left		~	~	~	~	~	~	~	~	~	~	15.6	C	0.5	150	0.18		24.2	C	40	150	0.25
WB left/through	Stop	16.1	C	1.9	N/A	0.42	24.1	C	3.3	N/A	0.64	~	~	~	~	~		~	~	~	~	~
WB through/right		~	~	~	~	~	~	~	~	~	~	26.6	D	3.5	N/A	0.68		43.3	D	158	N/A	0.66
WB right	Stop	10.1	B	0.0	120	0.00	11.7	B	0.0	120	0.00	~	~	~	~	~		~	~	~	~	~
NB left	Stop	14.8	B	1.4	N/A	0.34	19.2	C	2.1	N/A	0.48	21.1	C	2.3	N/A	0.52		44.6	D	153	N/A	0.81
NB through/right	Stop	10.9	B	0.3	N/A	0.09	19.0	C	2.4	N/A	0.52	32.7	D	5.5	N/A	0.82		16.0	B	158	N/A	0.41
SB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		8.5	A	10	100	0.02

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

Table 13. 2028 Intersection Analysis Results for AM Peak

Intersection	AM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
SB left/through/right	Stop	87.9	F	18.3	N/A	1.09	275.7	F	39.4	N/A	1.52	339.4	F	43.9	N/A	1.67		~	~	~	~	~
SB through/right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		41.8	D	597	N/A	0.93
<b>Sprinkle Rd &amp; Cameron Rd (East)</b>	<b>Free</b>	<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>					<b>0.0</b>	<b>A</b>			<b>Free</b>	<b>0.0</b>	<b>A</b>			
EB left/through	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
WB through/right	Yield	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SB left/right	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Springdale Rd &amp; Cameron Rd (East)</b>	<b>Two-Way Stop</b>	<b>2.6</b>	<b>A</b>				<b>2.7</b>	<b>A</b>				<b>2.6</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>2.6</b>	<b>A</b>			
EB through/right	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB left/through	Yield	7.7	A	0.4	N/A	0.13	7.9	A	0.6	N/A	0.16	7.9	A	0.6	N/A	0.16	Yield	7.9	A	0.6	N/A	0.16
NB left/right	Stop	9.8	A	0.2	N/A	0.06	10.6	B	0.3	N/A	0.08	10.7	B	0.2	N/A	0.08	Stop	10.7	B	0.2	N/A	0.08
<b>Springdale Rd &amp; Sprinkle Rd</b>	<b>Yield</b>	<b>5.6</b>	<b>A</b>				<b>5.9</b>	<b>A</b>				<b>5.9</b>	<b>A</b>				<b>Yield</b>	<b>5.9</b>	<b>A</b>			
EB left/right	Free	10.8	B	27.0	N/A	0.27	11.7	B	37.0	N/A	0.33	12.2	B	39.0	N/A	0.35	Free	12.2	B	39.0	N/A	0.35
NB left/through	Yield	0.5	A	4.0	N/A	0.06	5.2	A	6.0	N/A	0.07	5.3	A	6.0	N/A	0.08	Yield	5.3	A	6.0	N/A	0.08
SB through/right	Free	0.0	A	0.0	N/A	0.12	0.0	A	0.0	N/A	0.14	0.0	A	0.0	N/A	0.16	Free	0.0	A	0.0	N/A	0.16
<b>Springdale Rd &amp; Ferguson Ln</b>	<b>Roundabout</b>	<b>6.3</b>	<b>A</b>				<b>7.5</b>	<b>A</b>				<b>7.5</b>	<b>A</b>				<b>Roundabout</b>	<b>7.5</b>	<b>A</b>			
EB left/through/right		5.1	A	N/A	N/A	0.07	5.8	A	N/A	N/A	0.09	5.8	A	N/A	N/A	0.09		5.8	A	N/A	N/A	0.09
WB left/through/right		3.4	A	N/A	N/A	0.01	3.6	A	N/A	N/A	0.01	3.6	A	N/A	N/A	0.01		3.6	A	N/A	N/A	0.01
NB left/through/right		4.1	A	1.0	N/A	0.18	4.4	A	1.0	N/A	0.20	4.4	A	1.0	N/A	0.20		4.4	A	1.0	N/A	0.20
SB left/through/right		7.5	A	2.0	N/A	0.44	9.1	A	3.0	N/A	0.53	9.1	A	3.0	N/A	0.53		9.1	A	3.0	N/A	0.53
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway A</b>	~	~					~	~				<b>2.1</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>2.1</b>	<b>A</b>			
WB left		~	~	~	~	~	~	~	~	~	~	8.6	A	0.1	N/A	0.02	Stop	8.6	A	0.1	N/A	0.02

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

Table 13. 2028 Intersection Analysis Results for AM Peak

Intersection	AM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
WB right	~	~	~	~	~	~	~	~	~	~	8.3	A	0.0	N/A	0.00	Stop	8.3	A	0.0	N/A	0.00	
NB through	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
NB right	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	150	N/A	Free	N/A	N/A	N/A	150	N/A	
SB left	~	~	~	~	~	~	~	~	~	~	7.3	A	0.0	150	0.00	Yield	7.3	A	0.0	150	0.00	
SB through	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway B</b>	~	~	~	~	~	~	~	~	~	~	<b>1.1</b>	<b>A</b>	~	~	~	<b>Two-Way Stop</b>	<b>1.1</b>	<b>A</b>	~	~	~	
WB left/right	~	~	~	~	~	~	~	~	~	~	9.2	A	0.1	N/A	0.02	Stop	9.2	A	0.1	N/A	0.02	
NB through/right	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
SB left	~	~	~	~	~	~	~	~	~	~	7.5	A	0.0	150	0.00	Yield	7.5	A	0.0	150	0.00	
SB through	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
<b>Ferguson Ln &amp; Rundberg Ln Extension</b>	~	~	~	~	~	~	~	~	~	~	<b>4.7</b>	<b>A</b>	~	~	~	<b>Two-Way Stop</b>	<b>4.7</b>	<b>A</b>	~	~	~	
EB through/right	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
WB left	~	~	~	~	~	~	~	~	~	~	7.7	A	0.0	150	0.00	Yield	7.7	A	0.0	150	0.00	
WB through	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
NB left/right	~	~	~	~	~	~	~	~	~	~	11.3	B	1.0	N/A	0.26	Stop	11.3	B	1.0	N/A	0.26	
<b>Ferguson Ln &amp; Driveway C</b>	~	~	~	~	~	~	~	~	~	~	<b>0.6</b>	<b>A</b>	~	~	~	<b>Two-Way Stop</b>	<b>0.6</b>	<b>A</b>	~	~	~	
EB left/through	~	~	~	~	~	~	~	~	~	~	7.6	A	0.0	N/A	0.01	Yield	7.6	A	0.0	N/A	0.01	
WB through/right	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
SB left/right	~	~	~	~	~	~	~	~	~	~	9.4	A	0.0	N/A	0.01	Stop	9.4	A	0.0	N/A	0.01	
<b>Ferguson Ln &amp; Driveway D</b>	~	~	~	~	~	~	~	~	~	~	<b>0.3</b>	<b>A</b>	~	~	~	<b>Two-Way Stop</b>	<b>0.3</b>	<b>A</b>	~	~	~	
EB left/through	~	~	~	~	~	~	~	~	~	~	7.6	A	0.0	N/A	0.00	Yield	7.6	A	0.0	N/A	0.00	
WB through/right	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

**Table 13. 2028 Intersection Analysis Results for AM Peak**

Intersection	AM Peak																				
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)				
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length
SB left/right		~	~	~	~	~	~	~	~	~	9.6	A	0.0	N/A	0.00	Stop	9.6	A	0.0	N/A	0.00

**Table 14. 2028 Intersection Analysis Results for PM Peak**

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
<b>Tuscany Way &amp; US 290 WB FR</b>	<b>Signal</b>	<b>38.5</b>	<b>D</b>			<b>62.0</b>	<b>E</b>				<b>80.2</b>	<b>F</b>				<b>Signal</b>	<b>57.8</b>	<b>E</b>				
WB left		77.8	E	118	540	0.53	88.1	F	156	540	0.67	88.1	F	156	540	0.67		88.1	F	156	540	0.67
WB through/right		32.0	C	271	N/A	0.48	34.2	C	336	N/A	0.58	34.4	C	343	N/A	0.59		~	~	~	~	~
WB through		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		37.9	D	329	N/A	0.59
WB right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		0.6	A	0	400	0.16
NB left		3.4	A	1	N/A	0.27	3.6	A	1	N/A	0.32	3.3	A	1	N/A	0.31		3.5	A	26	N/A	0.31
NB through		4.7	A	5	N/A	0.28	2.6	A	0	N/A	0.02	4.7	A	6	N/A	0.36		4.5	A	79	N/A	0.36
SB through/right		64.8	E	304	N/A	0.88	108.3	F	424	N/A	1.09	175.8	F	527	N/A	1.27		112.1	F	467	N/A	1.11
<b>Tuscany Way &amp; US 290 EB FR</b>	<b>Signal</b>	<b>106.3</b>	<b>F</b>			<b>173.0</b>	<b>F</b>				<b>169.9</b>	<b>F</b>				<b>Signal</b>	<b>179.0</b>	<b>F</b>				
EB left		57.2	E	113	645	0.37	58.8	E	136	645	0.45	59.4	E	144	645	0.48		54.4	E	139	645	0.40
EB through/right		145.4	F	945	N/A	1.22	245.3	F	1223	N/A	1.46	245.3	F	1223	N/A	1.46		259.1	F	1236	N/A	1.49
NB through/right		48.7	D	97	N/A	0.31	49.8	D	115	N/A	0.37	50.0	D	116	N/A	0.37		54.2	D	120	N/A	0.44
SB left		1.9	A	2	N/A	0.24	2.0	A	3	N/A	0.30	2.2	A	3	N/A	0.34		2.2	A	3	N/A	0.32
SB left/through		1.2	A	2	N/A	0.21	1.3	A	2	N/A	0.26	1.6	A	3	N/A	0.28		1.6	A	3	N/A	0.28
<b>Cameron Rd &amp; Private Drwy/Ferguson Ln</b>	<b>Signal</b>	<b>24.1</b>	<b>C</b>			<b>32.3</b>	<b>C</b>				<b>34.5</b>	<b>C</b>				<b>Signal</b>	<b>34.5</b>	<b>C</b>				
EB left/through		45.4	D	29	N/A	0.09	44.3	D	34	N/A	0.11	43.9	D	34	N/A	0.10		43.9	D	34	N/A	0.10

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

Table 14. 2028 Intersection Analysis Results for PM Peak

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
EB right		0.3	A	0	N/A	0.04	0.3	A	0	N/A	0.05	0.3	A	0	N/A	0.04		0.3	A	0	N/A	0.04
WB left/through		80.1	F	186	N/A	0.80	83.8	F	226	N/A	0.86	86.4	F	261	N/A	0.88		86.4	F	261	N/A	0.88
WB right		40.4	D	271	180	0.65	39.9	D	344	180	0.70	40.6	D	370	180	0.72		40.6	D	370	180	0.72
NB left		5.0	A	2	200	0.00	5.0	A	2	200	0.00	5.0	A	2	200	0.00		5.0	A	2	200	0.00
NB through/right		22.0	C	614	N/A	0.73	35.3	D	913	N/A	0.93	37.9	D	917	N/A	0.95		37.9	D	917	N/A	0.95
SB left		63.1	E	265	215	0.85	71.2	E	358	215	0.91	75.2	E	372	215	0.93		75.2	E	372	215	0.93
SB through/right		6.3	A	171	N/A	0.28	7.5	A	212	N/A	0.35	7.8	A	212	N/A	0.35		7.8	A	212	N/A	0.35
<b>Tuscany Way/Sprinkle Rd &amp; Ferguson Ln</b>	<b>All-Way Stop</b>	<b>44.2</b>	<b>E</b>				<b>103.1</b>	<b>F</b>				<b>127.8</b>	<b>F</b>				<b>Signal</b>	<b>38.5</b>	<b>D</b>			
EB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		37.5	D	265	140	0.82
EB left/through	Stop	87.0	F	14.7	N/A	1.04	203.3	F	25.0	N/A	1.43	274.4	F	29.2	N/A	1.61		~	~	~	~	~
EB through/right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		50.3	D	357	N/A	0.90
EB right	Stop	14.8	B	2.0	140	0.41	20.1	C	3.1	140	0.56	24.6	C	3.6	140	0.64		~	~	~	~	~
WB left		~	~	~	~	~	~	~	~	~	~	27.8	D	3.1	150	0.62		51.1	D	76	150	0.77
WB left/through	Stop	15.2	C	1.0	N/A	0.26	22.2	C	2.3	N/A	0.50	~	~	~	~	~		~	~	~	~	~
WB through/right		~	~	~	~	~	~	~	~	~	~	25.7	D	3.0	N/A	0.60		36.5	D	104	N/A	0.54
WB right	Stop	11.4	B	0.0	120	0.00	12.8	B	0.0	120	0.01	~	~	~	~	~		~	~	~	~	~
NB left	Stop	18.4	C	2.2	N/A	0.46	25.4	D	3.4	N/A	0.62	30.0	D	3.8	N/A	0.69		33.8	C	111	N/A	0.76
NB through/right	Stop	24.1	C	4.2	N/A	0.64	45.0	E	7.6	N/A	0.91	81.5	F	11.3	N/A	1.12		20.1	C	232	N/A	0.50
SB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		12.2	B	7	100	0.01
SB left/through/right	Stop	43.7	E	8.8	N/A	0.88	135.9	F	18.7	N/A	1.27	~	~	~	~	~		~	~	~	~	~
SB through/right		~	~	~	~	~	~	~	~	~	~	172.1	F	20.2	N/A	1.35		41.5	D	309	N/A	0.86
<b>Cameron Rd (East) &amp; Sprinkle Rd</b>	<b>Yield</b>	<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>				<b>Yield</b>	<b>0.0</b>	<b>A</b>			
EB left/through	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	150	N/A	Free	N/A	N/A	N/A	N/A	N/A

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition



Table 14. 2028 Intersection Analysis Results for PM Peak

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
WB through/right	Yield	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	Yield	0.0	A	0.0	N/A	0.00
SB left/right	Yield	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	Yield	0.0	A	0.0	N/A	0.00
<b>Springdale Rd &amp; Cameron Rd (East)</b>	<b>Two-Way Stop</b>	<b>6.7</b>	<b>A</b>				<b>11.5</b>	<b>B</b>			N/A	<b>11.8</b>	<b>B</b>				<b>Two-Way Stop</b>	<b>11.8</b>	<b>B</b>			
EB through/right	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB left/through	Yield	7.3	A	0.1	N/A	0.03	8.5	A	0.2	N/A	0.05	8.5	A	0.2	N/A	0.05	Yield	8.5	A	0.2	N/A	0.05
NB left/right	Stop	10.3	B	1.6	N/A	0.35	31.0	D	7.2	N/A	0.78	32.2	D	7.5	N/A	0.79	Stop	32.2	D	7.5	N/A	0.79
<b>Springdale Rd &amp; Sprinkle Rd</b>	<b>Yield</b>	<b>4.7</b>	<b>A</b>				<b>5.0</b>	<b>A</b>				<b>5.0</b>	<b>A</b>				<b>Yield</b>	<b>5.0</b>	<b>A</b>			
EB left/right	Yield	9.3	A	9.0	N/A	0.11	9.7	A	12.0	N/A	0.14	9.7	A	12.0	N/A	0.14	Yield	9.7	A	12.0	N/A	0.14
NB left/through	Free	4.2	A	15.0	N/A	0.17	4.6	A	19.0	N/A	0.20	4.6	A	19.0	N/A	0.20	Free	4.6	A	19.0	N/A	0.20
SB through/right	Free	0.0	A	0.0	N/A	0.03	0.0	A	0.0	N/A	0.03	0.0	A	0.0	N/A	0.03	Free	0.0	A	0.0	N/A	0.03
<b>Springdale Rd &amp; Ferguson Ln</b>	<b>Roundabout</b>	<b>6.0</b>	<b>A</b>				<b>7.0</b>	<b>A</b>				<b>7.0</b>	<b>A</b>				<b>Roundabout</b>	<b>7.0</b>	<b>A</b>			
EB left/through/right		4.8	A	1.0	N/A	0.15	5.4	A	1.0	N/A	0.19	5.4	A	1.0	N/A	0.19		5.4	A	1.0	N/A	0.19
WB left/through/right		5.1	A	N/A	N/A	0.02	5.8	A	N/A	N/A	0.02	5.8	A	N/A	N/A	0.02		5.8	A	N/A	N/A	0.02
NB left/through/right		7.0	A	3.0	N/A	0.43	8.4	A	3.0	N/A	0.52	8.4	A	3.0	N/A	0.52		8.4	A	3.0	N/A	0.52
SB left/through/right		4.6	A	1.0	N/A	0.21	5.0	A	1.0	N/A	0.25	5.0	A	1.0	N/A	0.25		5.0	A	1.0	N/A	0.25
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway A</b>	~	~					~	~				<b>6.3</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>6.3</b>	<b>A</b>			
WB left		~	~	~	~	~	~	~	~	~	~	8.8	A	0.2	N/A	0.06	Stop	8.8	A	0.2	N/A	0.06
WB right		~	~	~	~	~	~	~	~	~	~	8.3	A	0.0	N/A	0.00	Stop	8.3	A	0.0	N/A	0.00
NB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
NB right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	150	N/A	Free	N/A	N/A	N/A	150	N/A
SB left		~	~	~	~	~	~	~	~	~	~	7.3	A	0.0	150	0.00	Yield	7.3	A	0.0	150	0.00
SB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

Table 14. 2028 Intersection Analysis Results for PM Peak

Intersection	PM Peak																				
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)				
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway B</b>	~	~				~	~				<b>3.2</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>3.2</b>	<b>A</b>			
WB left/right		~	~	~	~	~	~	~	~	~	9.3	A	0.2	N/A	0.06	Stop	9.3	A	0.2	N/A	0.06
NB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left		~	~	~	~	~	~	~	~	~	7.3	A	0.0	150	0.00	Yield	7.3	A	0.0	150	0.00
SB through		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
<b>Ferguson Ln &amp; Rundberg Ln Extension</b>	~	~				~	~				<b>3.2</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>3.2</b>	<b>A</b>			
EB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB left		~	~	~	~	~	~	~	~	~	7.8	A	0.0	150	0.00	Yield	7.8	A	0.0	150	0.00
WB through		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
NB left/right		~	~	~	~	~	~	~	~	~	11.5	B	0.8	N/A	0.22	Stop	11.5	B	0.8	N/A	0.22
<b>Ferguson Ln &amp; Driveway C</b>	~	~				~	~				<b>0.5</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>0.5</b>	<b>A</b>			
EB left/through		~	~	~	~	~	~	~	~	~	7.5	A	0.0	N/A	0.00	Yield	7.5	A	0.0	N/A	0.00
WB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left/right		~	~	~	~	~	~	~	~	~	9.1	A	0.1	N/A	0.02	Stop	9.1	A	0.1	N/A	0.02
<b>Ferguson Ln &amp; Driveway D</b>	~	~				~	~				<b>0.3</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>0.3</b>	<b>A</b>			
EB left/through		~	~	~	~	~	~	~	~	~	7.4	A	0.0	N/A	0.00	Yield	7.4	A	0.0	N/A	0.00
WB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left/right		~	~	~	~	~	~	~	~	~	9.1	A	0.0	N/A	0.01	Stop	9.1	A	0.0	N/A	0.01

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition



# References

1. Texas Department of Transportation  
2019 TxDOT Traffic Count Database System, Austin, TX.
2. Capital Area Metropolitan Planning Organization  
2015 CAMPO 2040 Regional Transportation Plan, Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties, Texas.
3. City of Austin  
2019 Austin Strategic Mobility Plan, Austin, TX
4. Capital Metro Transit Authority  
2019 Capital Metro Schedules and Maps, Austin, TX
5. Transportation Research Board  
2016 Highway Capacity Manual, Washington, D.C.
6. Trafficware Ltd  
2017 Synchro 10, Sugar Land, TX.
7. Institute of Transportation Engineers  
2017 Trip Generation Manual, An Informational Report, 10th Edition, Washington, D.C.
8. Texas Department of Transportation  
2011 TxDOT Access Management Manual, Austin, TX.
9. City of Austin  
2014 Transportation Criteria Manual, Austin, TX





# Premier Logistics Park

Technical Addendum

*Austin, Texas*  
January 21, 2020

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## **General Information**



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## TRAFFIC IMPACT ANALYSIS SCOPE AND STUDY AREA

Project Name: Premier Logisitcs Park Date: November 26, 2019  
Location: Sprinkle Road and Ferguson Lane (ETJ)  
Owner's Agent: HDR, Engineering, Inc. (Kathleen G. Smith, P.E., PTOE) Phone: (512) 904 – 3700

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Instructions: Sections I and II of the scope must be approved prior to formal submittal of a Traffic Impact Analysis (TIA). You may receive sign off of both sections concurrently or separately.

### I. Data Collection

#### 1. Background Information

- a. Proposed daily trip generation estimate.
- b. Location/Study area map that specifies major roadways and intersections within study area
- c. The following adopted plans and public infrastructure improvement projects apply to this site:
  - CAMPO 2040 Regional Transportation Plan

**2. Intersections Level of Service:** Calculations for a.m. and p.m. peak hours must be performed for the following intersections, showing (a) existing traffic conditions and (b) projected traffic conditions, identifying site, non-site, and total traffic:

- a. Cameron Road and Ferguson Lane
- b. Sprinkle Road/Tuscany Way and Ferguson Lane
- c. Sprinkle Road and Springdale Road
- d. Springdale Road and Ferguson Lane
- e. Tuscany Way and US 290
- f. All site driveways

Notes: Existing signal timings shall be used for the intersection unless alternative timing proposals are approved by the Austin Transportation Department or TXDOT.

Analysis for each phase/year shall include:

- a. Level of Service by movements
- b. Delay by movements
- c. V/C by movements
- d. Queueing analysis with 95% queue length by movements, vs existing storage bay and/or distance from adjacent intersection(s)

**3. Signal Warrant Analysis:** a Signal Warrant analysis (existing and projected) shall be performed for the following study area intersections:

- a. Sprinkle Road/Tuscany Way and Ferguson Lane

**4. Sight Distance Analysis**

- a. When proposed mitigation recommends a new traffic signal be installed, an analysis of the intersection sight distance and stopping sight distance to vehicles stopped in queue (back of queue) should be included.
- b. Intersections or new driveways must provide an analysis of the intersection sight distance.

**5. Roadway Sizing Analysis**

Roadway analysis must be performed to determine the size and type of roadway for the following roadway segments.

- a. Ferguson Lane
- b. All connecting internal roadways.

**6. Turn Lane Analysis**

Turn lane analysis must be performed at all site driveways/roadways to determine if left or right turn lanes are needed to enter the site.

**7. Analysis Phases/Years:**

- a. 2023 - Full buildout year
- b. 2028 - Full buildout year

**8. School Specific Traffic Assessment: N/A**

- a. On-site queuing analysis
- b. Development of a safe route to school program
- c. Documentation that sufficient parking is available for Staff and Students who will be driving to school.

**9. Other Considerations:**

- a. Counts are to be taken when public schools are in session. If counts are taken while schools are not in session, mathematically determined adjustment factors may be used based on historic nearby traffic counts or as otherwise approved by County staff.
- b. Ensure automated traffic data captures demand. Manual observations or a multiple period analysis may be necessary.
- c. Capture and report data to calibrate model for existing operational analysis (i.e. queue length and approach/movement delay recommended)
- d. Methodology for capacity and level of service shall be Highway Capacity Manual, latest edition (i.e. Synchro, version 10).
- e. Discuss and illustrate methodology for trip distribution.
- f. Discuss and illustrate model calibration (i.e. queue length and approach/movement delay recommended).

## II. Study Assumptions

**1. Data Assumptions** The following assumptions must be included in the analysis. Any change in these assumptions must be approved by the transportation reviewer(s) prior to submittal of the TIA.

- a. Background Traffic – The average annual growth rate shall be calculated using available sources and documented in the report.
- b. Background Project: Background projects shall include:

Project Name	Case Number
Colliers Wood Subdivision	C8J-2010-0091 (City of Austin)
Pioneer Crossing East Section 18	C8-2016-0109.6B & C8-2016-0109.6B (City of Austin)
Ferguson Lane Development	SP-2017-0460D (City of Austin)
2020 Business Park	SP-2018-0174D (City of Austin)
Ferguson Crossing	C14-2017-0139 (Ciy of Austin)

- c. Internal Trips /Transit Trips/Walking/Biking: 0%
- d. Pass by trip reductions: 0%

**2. Trip Distribution:** Existing Trips and Forecasted Trips to be determined based on existing and historical data. Site Trips to be suggested based on proposed type of land use and an end user's likely path given site location in relation to other generators and/or attractors.

## III. Submittal Requirements

1. The cover sheet of the TIA must include the Travis County My Permit Now permit number.
2. Submit to Travis County two (2) hard copies and two (2) CD's containing the items specified below.
3. Traffic modeling requirements:
  - a. All timing sheets obtained from various sources (City of Austin, TXDOT, etc.) are to be included in the Appendix of the TIA.
  - b. Submit electronically CD's (in the number specified or electronically to TXDOT) containing the following: PDF of the TIA, Synchro Network for all conditions analyzed and background DXF or aerial format. Synchro files must be in real world coordinates, Excel spreadsheets with, overall trip generation, internal and pass-by trip capture rates if applicable, site trip distribution & assignment within roadway network and site driveways, A CAD file for the site plan, if available.
  - c. All intersections must be modeled in one Synchro (latest edition) file (including unsignalized intersections).
  - d. Synchro printouts and analysis must be performed for the following scenarios and must be included in in the appendix of the report in the following format:
    - Existing conditions (am + pm on one sheet),
    - Six (6) future conditions (for all years/phases identified in section I of this scope):
      - o (AM No-Build, AM Build, AM Build + Mitigation)
      - o (PM No-Build, PM Build, PM Build + Mitigation)
  - e. Intersection LOS by movements, Delay by movements, v/c by movements, and 95% queue length by movements in a tabular format (preferably in 11"x17") for different scenarios noted.

4. Maps/Plans

- a. A proposed Site Plan
- b. A map showing all bicycle routes, bus transit and bus stops within ½ mile of the site
- c. A map showing all background projects and trip generation for each project
- d. A map/plan showing all roadways and driveways analyzed (labeled and dimensioned)
- e. An aerial map/plan of all intersections with roadway improvements (dimensioned), including above ground utilities called out.

Any change in these assumptions may require a change in the scope. If the analysis or traffic volumes provided in the report indicates impacts to intersections or roadways that are not included in this scope, additional analysis may be required. For more detailed guidelines on preparation of the TIA, please contact the undersigned.

Prepared by:   
André H. Betit, Jr., P.E.

Phone: (512) 854 – 8757  
Email: [andre.betit@traviscountytexas.gov](mailto:andre.betit@traviscountytexas.gov)

**Premier Logistics Park**

Proposed Use Conditions

**SUMMARY OF WEEKDAY SITE-GENERATED TRAFFIC**

Per Equations and Rates Provided in ITE's Trip Generation, 10th Edition

Land Use Code	Land Use	Units	Weekday		AM Peak		PM Peak	
			Trips		Enter	Exit	Enter	Exit
150	Warehousing	1,250,00 SF	2,021		135	40	48	130
	<b>Total</b>		<b>2,021</b>		<b>135</b>	<b>40</b>	<b>48</b>	<b>130</b>

# Premier Logistics Park TIA

Directional Distribution

## AM Peak

Roadway Direction	Volume		%		%
	Enter	Exit	Enter	Exit	
E US 290 FR	1885	625	25.1%	8.6%	16.9%
W US 290 FR	816	2139	10.9%	29.5%	20.2%
S Tuscany Way	319	337	4.2%	4.6%	4.4%
N Cameron Rd	2820	972	37.5%	13.4%	25.5%
S Cameron Rd	917	2631	12.2%	36.3%	24.2%
E Cameron Rd	547	117	7.3%	1.6%	4.4%
S Springdale Rd	207	436	2.8%	6.0%	4.4%
	<b>7511</b>	<b>7257</b>	<b>100%</b>	<b>100%</b>	

## PM Peak

Roadway Direction	Volume		%		%
	Enter	Exit	Enter	Exit	
E US 290 FR	916	2165	12.5%	27.9%	20.2%
W US 290 FR	2138	1023	29.1%	13.2%	21.1%
S Tuscany Way	227	282	3.1%	3.6%	3.4%
N Cameron Rd	1265	2238	17.2%	28.8%	23.0%
S Cameron Rd	2099	1173	28.5%	15.1%	21.8%
E Cameron Rd	196	588	2.7%	7.6%	5.1%
S Springdale Rd	513	292	7.0%	3.8%	5.4%
	<b>7354</b>	<b>7761</b>	<b>100%</b>	<b>100%</b>	

Roadway Direction	Distribution
E US 290 FR	30%
W US 290 FR	35%
S Tuscany Way	5%
N Cameron Rd	15%
S Cameron Rd	10%
E Cameron Rd	5%
S Springdale Rd	0%

**100%**

# Premier Logistics Park TIA

Growth Rate Calculation

## Tuscany Way, north of US 290

TxDOT Historic Counts

Year	AADT	Annual Growth
2005	7850	
2010	8210	0.9%
2015	9394	2.7%

Year	2005	2015	% annual growth
<b>AADT</b>	7850	9394	1.8%

## Sprinkle Rd, north of Ferguson Ln

TxDOT Historic Counts

Year	AADT	Annual Growth
2005	2990	
2010	2620	-2.6%
2015	2992	2.7%

Year	2005	2015	% annual growth
<b>AADT</b>	2990	2992	0.0%

## Sprinkle Rd, west of Springdale Rd

TxDOT Historic Counts

Year	AADT	Annual Growth
2005	1180	
2010	2020	11.4%
2015	2656	5.6%

Year	2005	2015	% annual growth
<b>AADT</b>	1180	2656	8.5%

## Ferguson Lane, east of Cameron Rd

TxDOT Historic Counts

Year	AADT	Annual Growth
2014	7604	
2015	7431	-2.3%
2016	9122	22.8%
2017	9653	5.8%

Year	2014	2017	% annual growth
<b>AADT</b>	7604	9653	8.3%

## Ferguson Ln, east of Sprinkle Rd/Tuscany Way

TxDOT Historic Counts

Year	AADT	Annual Growth
2015	1608	
2017	1782	5.3%
2018	1917	7.6%

Year	2015	2018	% annual growth
<b>AADT</b>	1608	1917	6.0%

## Ferguson Ln, west of Springdale

TxDOT Historic Counts

Year	AADT	Annual Growth
2005	2730	
2010	950	-19.0%
2015	1271	6.0%

Year	2005	2015	% annual growth
<b>AADT</b>	2730	1271	-7.4%

## Springdale Road, north of Ferguson

TxDOT Historic Counts

Year	AADT	Annual Growth
2005	3940	
2010	4290	1.7%
2015	3318	-5.0%

Year	2005	2015	% annual growth
<b>AADT</b>	3940	3318	-1.7%

## Cameron Rd, east of Springdale

TxDOT Historic Counts

Year	AADT	Annual Growth
2005	2990	
2010	2700	-2.0%
2015	2420	-2.2%

Year	2005	2015	% annual growth
<b>AADT</b>	2990	2420	-2.1%

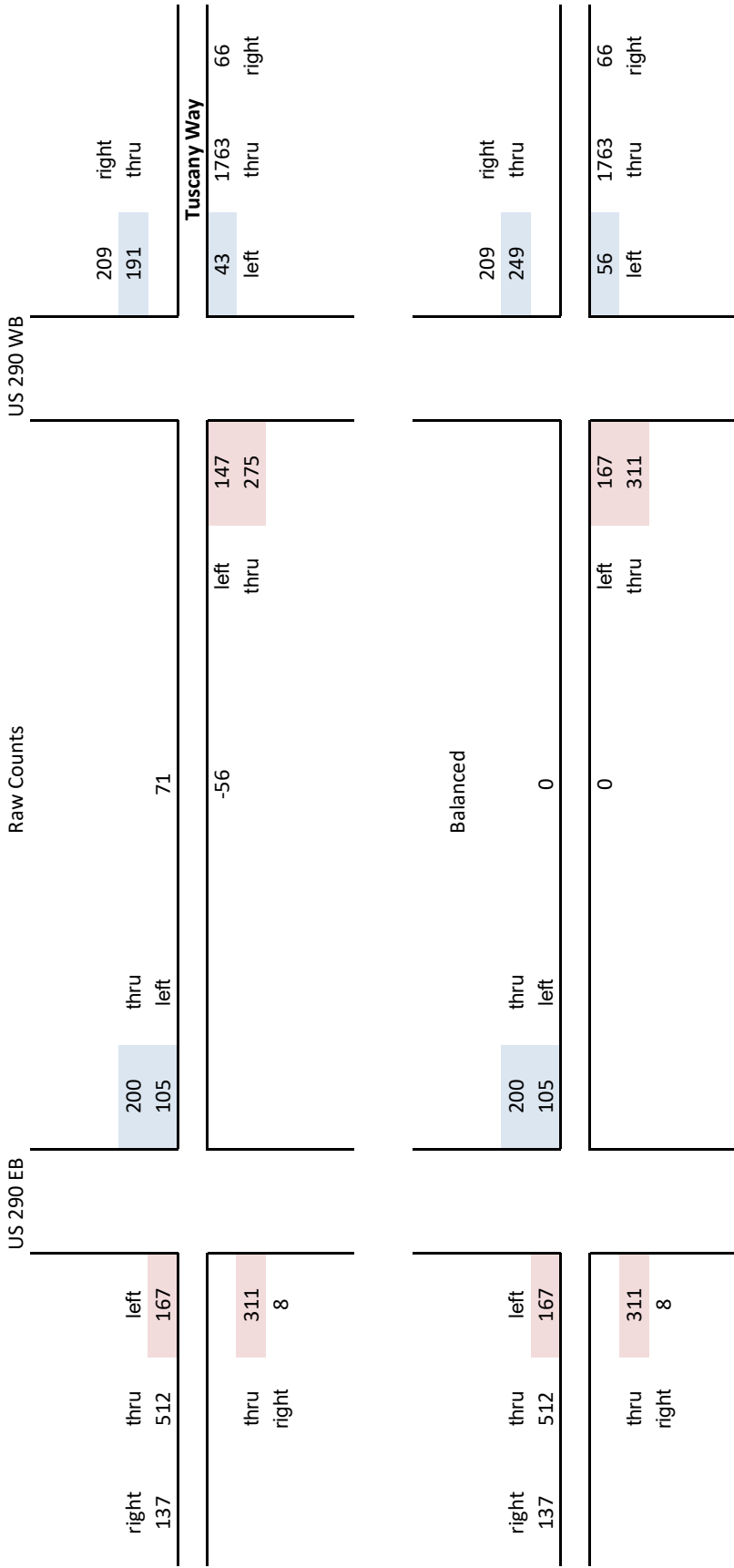
**Average Annual Growth 1.7%**

TA - 7



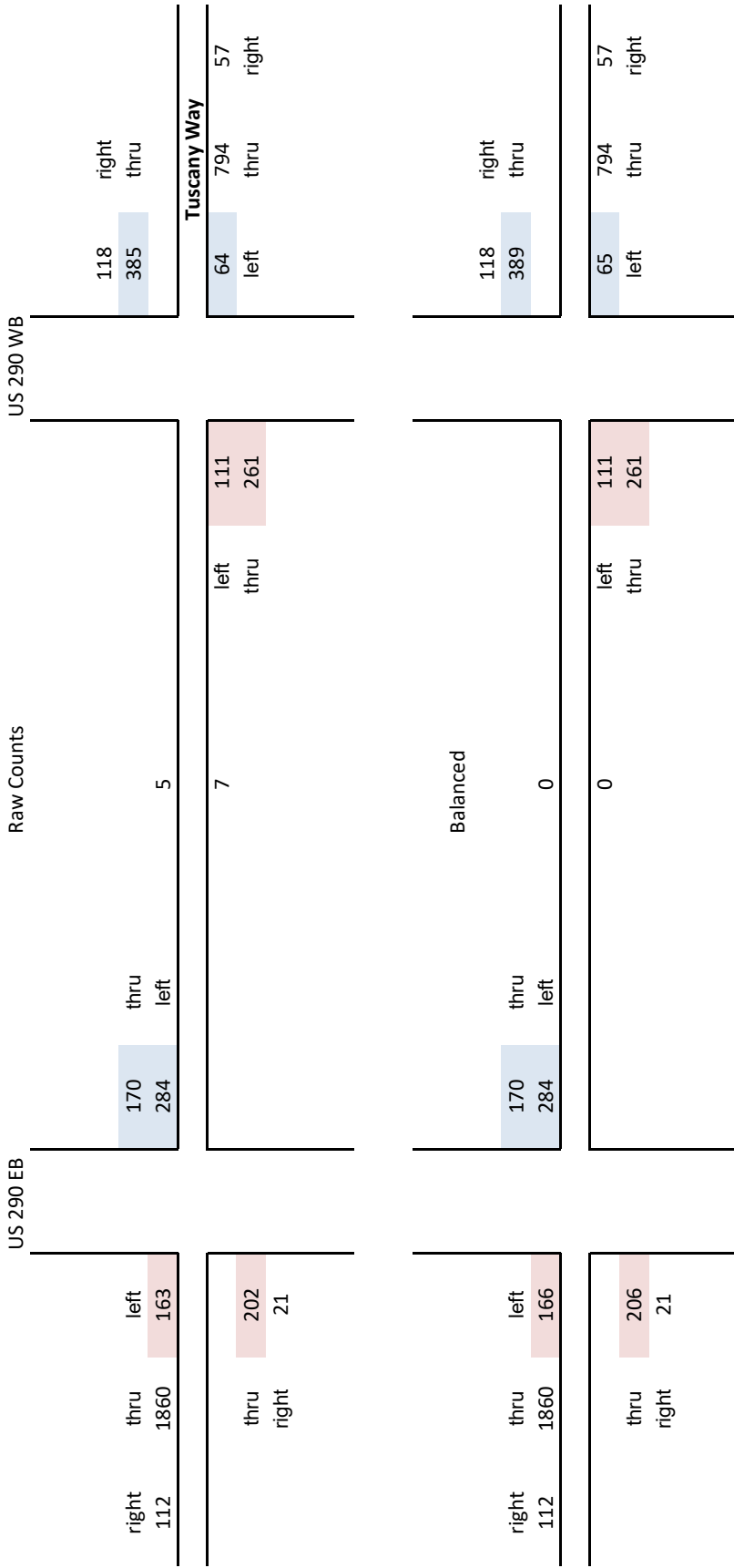
# Premier Logistics Park TIA

AM Peak - Diamond Balancing



# Premier Logistics Park TIA

PM Peak - Diamond Balancing





# Traffic Signal Authorization Form

Form Revised 2/27/2012

City Name\* or Rural Area                      County                      County No.                      District  
 Austin ETJ                      Travis                      227                      Waco

Population by latest federal census\*: Uninc

\* If unincorporated city, show "Unic."; population not required.

Hwy. No. & Street Name (if any)                      Mile Point                      Control Section                      Ref. Marker  
 Major St. Ferguson Lane                      Stop -  
 Freeway frontage road?     Yes     No

Minor St. Sprinkle Rd/Tuscany Way                      Stop -  
 Freeway frontage road?     Yes     No

Signal Requested:     Flashing Beacon                       Traffic Signal                       Other  
 Request of (date): \_\_\_\_\_ by:     City     County     TxDOT     Individual

<b>District Traffic Section Recommendations:</b>			
<input type="checkbox"/> None	<input type="checkbox"/> Flashing Beacon	<input type="checkbox"/> Traffic Signal	<input type="checkbox"/> Other
Remarks: _____			
TxMUTCD Warrant(s) met (check): <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9			
Maintenance by: <input type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> TxDOT			
Installation by: <input type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> TxDOT <input type="checkbox"/> Contractor			
Funding by: <input type="checkbox"/> District			
<input type="checkbox"/> Urban (HES)			
<input type="checkbox"/> Preventive Maintenance Program (CPM)			
<input type="checkbox"/> Other (specify) _____			
Estimated Cost: _____		Proposed Letting Date: <u>N/A (Non-Site Spec Cont)</u>	
Traffic Section Signature _____		(date) _____	Project Manager & No. _____

Remarks: _____	
<b>Recommendations Approved:</b>	
District Engineer _____	(date) _____

Send one copy to the Traffic Operations Division (TRF-TE) for permanent file.



Form Revised 2/27/2012

# Traffic Survey — Count Analysis

## 2011 TMUTCD Warrants

County: Travis District: Austin  
 City: Austin ETJ Population: Uninc Survey Date: 01/07/2020

	Name	Control	Section	85% Speed
Major	Ferguson Lane	Stop		30 MPH
Minor	Sprinkle Road/Tuscany Way	Stop		

**Eight Highest Hours:** Include the same 8 hours for the Major and Minor St. volumes.

Time Ends	Major St. - Both App.		Minor St. - Hi. Vol. App.		Comments:
	Veh. Total	Ped. Total	Veh. Total	Ped. Total	
8:00 AM	724		167		
6:00 PM	509		288		
5:00 PM	460		249		
9:00 AM	513		156		
4:00 PM	339		182		
10:00 AM	314		125		
7:00 AM	344		87		
1:00 PM	280		138		

### Warrant 1. Eight Hour Vehicular Volume

Yes  No Meets 70%<sup>c</sup> (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%<sup>a</sup> (regardless of speed) of Condition A.  
 – *or* –  
 Yes  No Meets 70%<sup>c</sup> (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%<sup>a</sup> (regardless of speed) of Condition B.  
 – *or* –  
 Yes  No Meets 80%<sup>b</sup> of Conditions A and B.  
 – *or* –  
 Yes  No Meets 56%<sup>d</sup> of Conditions A and B (and major-street speed exceeds 40 mph or population less than 10,000).

### Condition A - Minimum Vehicle Volume

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)					Vehicles per hour on higher-volume Minor St approach (One Direction Only)				
Major Street	Minor Street	Required				Existing 62.8%	Required				Existing 58.0%
		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	
1	1	500	400	350	280	314	150	120	105	84	87
2 or more	1	600	480	420	336		150	120	105	84	
2 or more	2 or more	600	480	420	336		200	160	140	112	
1	2 or more	500	400	350	280		200	160	140	112	

### Condition B - Interruption of Continuous Traffic

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)					Vehicles per hour on higher-volume Minor St approach (One Direction Only)				
Major Street	Minor Street	Required				Existing 41.9%	Required				Existing 116.0%
		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	
1	1	750	600	525	420	314	75	60	53	42	87
2 or more	1	900	720	630	504		75	60	53	42	
2 or more	2 or more	900	720	630	504		100	80	70	56	
1	2 or more	750	600	525	420		100	80	70	56	

<sup>a</sup>Basic minimum hourly volume.

<sup>b</sup>Used for combination of Conditions A and B after adequate trial of other remedial measures.

<sup>c</sup>May be used when the major-street speed exceeds 40 mph or in a community with a population of less than 10,000.

<sup>d</sup>May be used for combination of Conditions A and B after adequate trial of other remedial measures when major street exceeds 40 mph or in an isolated community with a population of less than 10,000.

**Warrant 2. Four Hour Volumes (70% Factor)**

<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Meets each of 4 Highest Hours (Warrant 2 — see Figure 1).
---	---

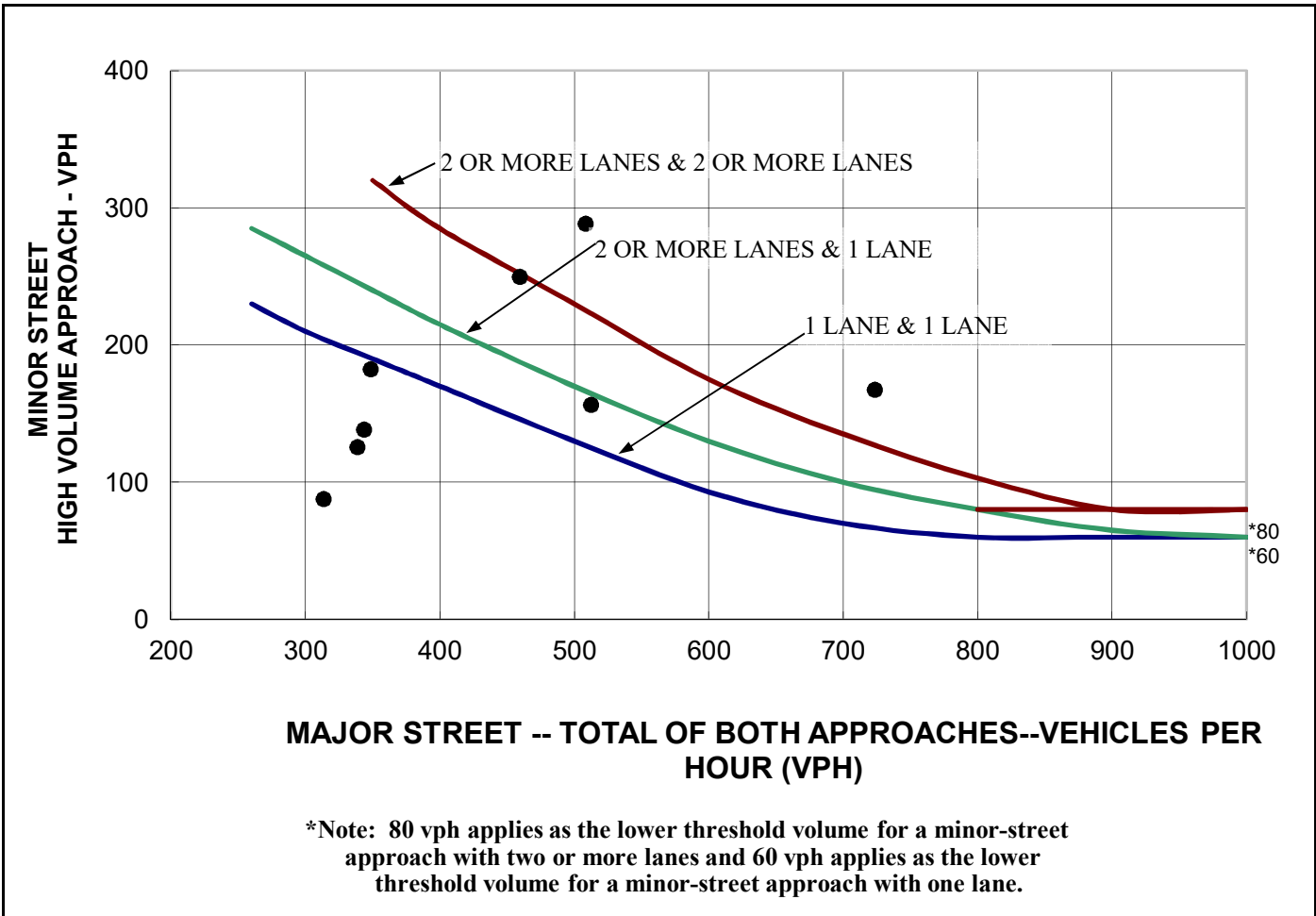


Figure 1. Four-hour volume warrant (community less than 10,000 population or above 40 MPH on major street). (Warrant 2.)

**Warrant 3. Peak Hour (70% Factor)**

<input type="checkbox"/> Yes <input type="checkbox"/> No	Are all of the following conditions true for any four consecutive 15 minute periods?  1. The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a stop sign equals or exceeds 4 vehicle-hours for a one-lane approach and 5 vehicle-hours for a two-lane approach, <i>and</i>  2. The volume of the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, <i>and</i>  3. The total entering volume serviced during the hour equals or exceeds 650 vph for intersections with three approaches or 800 vph for intersections with four (or more) approaches.
– <i>or</i> –	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Meets one High Hour (Warrant 3 — see Figure 2).

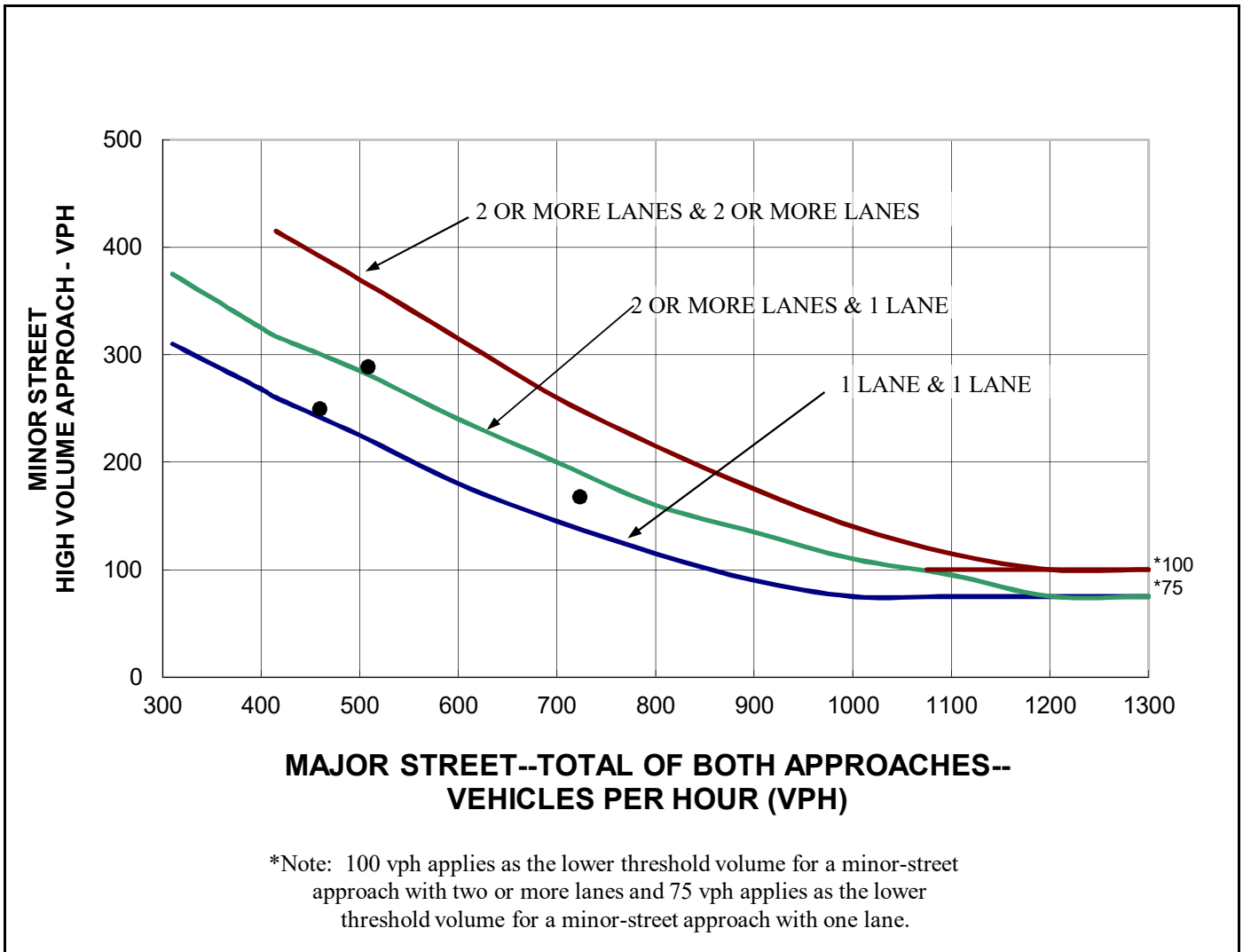


Figure 2. Peak hour volume warrant (community less than 10,000 population or above 40 MPH on major street). (Warrant 3.)

**Warrant 4. Four Hour Pedestrian Volumes (70% Factor)**

<input type="checkbox"/> Yes	<input type="checkbox"/> No	Meets each of 4 Highest Hours (Warrant4 — see Figure 3).	<b>N/A</b>
------------------------------	-----------------------------	--	------------

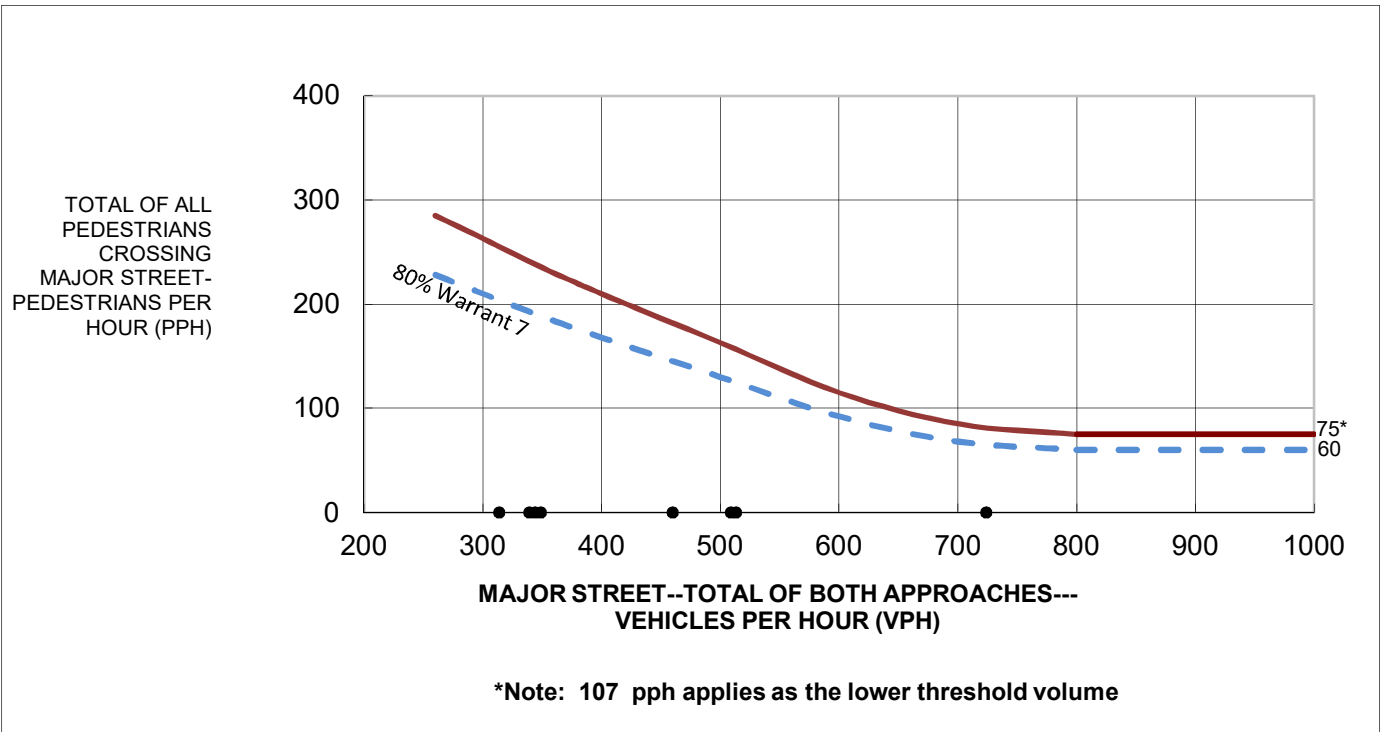


Figure 3. Four-hour pedestrian warrant (community less than 10,000 population or above 35 MPH on major street). (Warrant 4.)

**Warrant 4. Peak Hour Pedestrian Volumes (70% Factor)**

<input type="checkbox"/> Yes	<input type="checkbox"/> No	Meets Peak Hour Pedestrian (Warrant4 — see Figure 4).	<b>N/A</b>
------------------------------	-----------------------------	---	------------

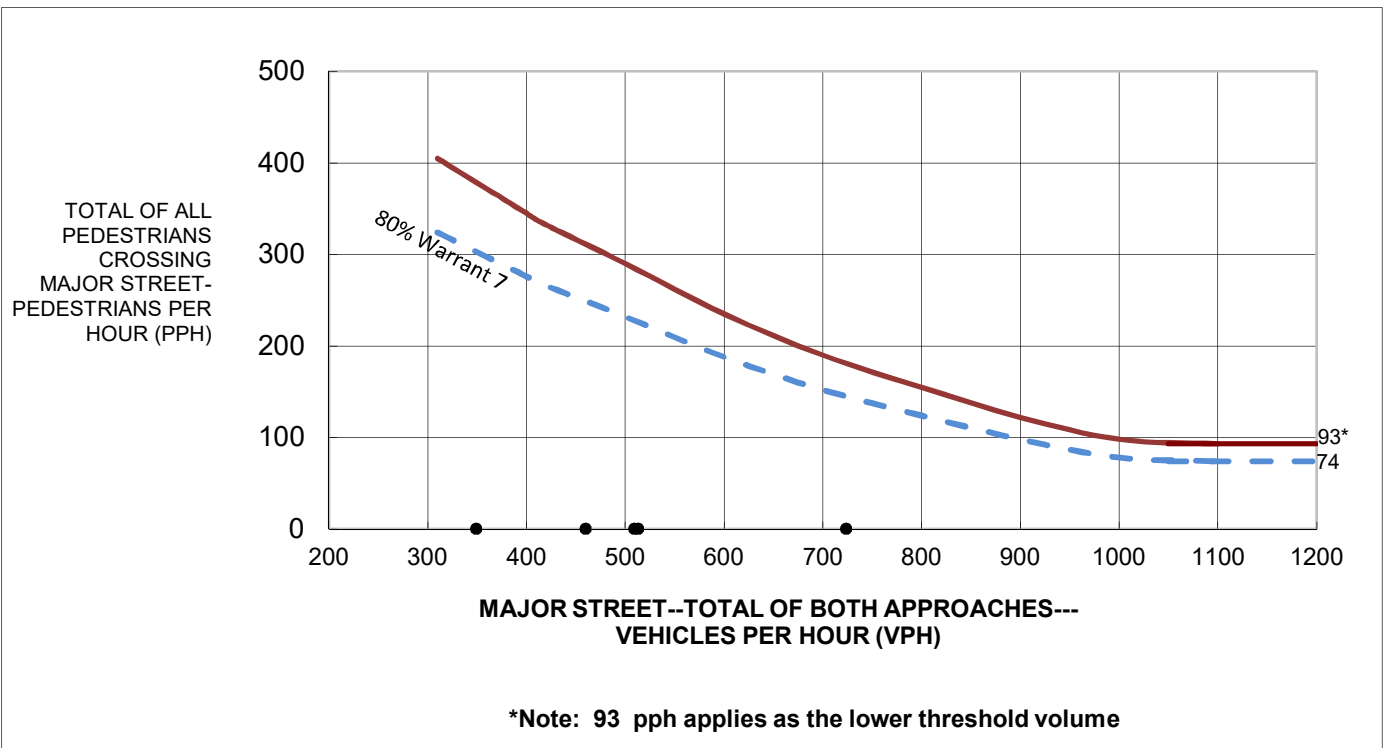


Figure 4. Peak hour pedestrian warrant (community less than 10,000 population or above 35 MPH on major street). (Warrant 4.)





**Warrant 5. School Crossing**

<input type="checkbox"/> Yes	<input type="checkbox"/> No	Is the number of adequate gaps in traffic stream during the period when the children are using the crossing less than the number of minutes in the same period? – <i>and</i> –
<b>N/A</b>		
<input type="checkbox"/> Yes	<input type="checkbox"/> No	Is there a minimum of 20 students during the highest crossing hour? – <i>and</i> –
<input type="checkbox"/> Yes	<input type="checkbox"/> No	Is the nearest signal located more than 300 feet away? (This warrant may be applied, if the proposed signal is less than 300 feet and does not restrict the progressive movement of traffic.)

**Warrant 6. Coordinated Signal System**

<input type="checkbox"/> Yes	<input type="checkbox"/> No	On a one-way street or a street with traffic predominantly in one direction, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur? – <i>or</i> –
<b>N/A</b>		
<input type="checkbox"/> Yes	<input type="checkbox"/> No	On a two-way street, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur and would the proposed and adjacent traffic control signal provide a progressive operation?

**Warrant 7. Crash Experience**

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Is one of the following conditions met?: <ul style="list-style-type: none"> <li>◆ 80% of Condition A or Condition B in Warrant 1</li> <li>◆ 56% of Condition A or B in Warrant 1 (major-street speed exceeding 40 mph or population less than 10,000)</li> <li>◆ 80 % or more of Warrant 4 met?</li> </ul> – <i>and</i> –
<input type="checkbox"/> Yes	<input type="checkbox"/> No	Have there been 5 or more reportable crashes susceptible to correction by a traffic signal within a 12 month period?

**Warrant 8. Roadway Network**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is the total existing, or immediately projected, entering volume on all approaches greater than 1000 vehicles for each of any 5 hours of a Saturday and/or Sunday. – <i>or</i> –
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is the total existing, or immediately projected, entering volume greater than 1000 vehicles for the peak hour of a typical weekday, and do the 5 year projected traffic volumes meet one or more of Warrants 1, 2, and 3 during an average weekday?

Check applicable characteristics of each route:

Major Street	Minor Street	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	It is part of street or highway system that serves as the principal roadway network for through traffic flow.
<input type="checkbox"/>	<input type="checkbox"/>	It includes rural or suburban highways outside, entering, or traversing a city.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	It appears as a major route on an official plan such as a major street plan in an urban area traffic and transportation study.

Remarks:

**Warrant 9. Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)**

<input type="checkbox"/> Yes	<input type="checkbox"/> No	Meets one High Hour (Warrant 9 — see Figure 5).
------------------------------	-----------------------------	---

N/A

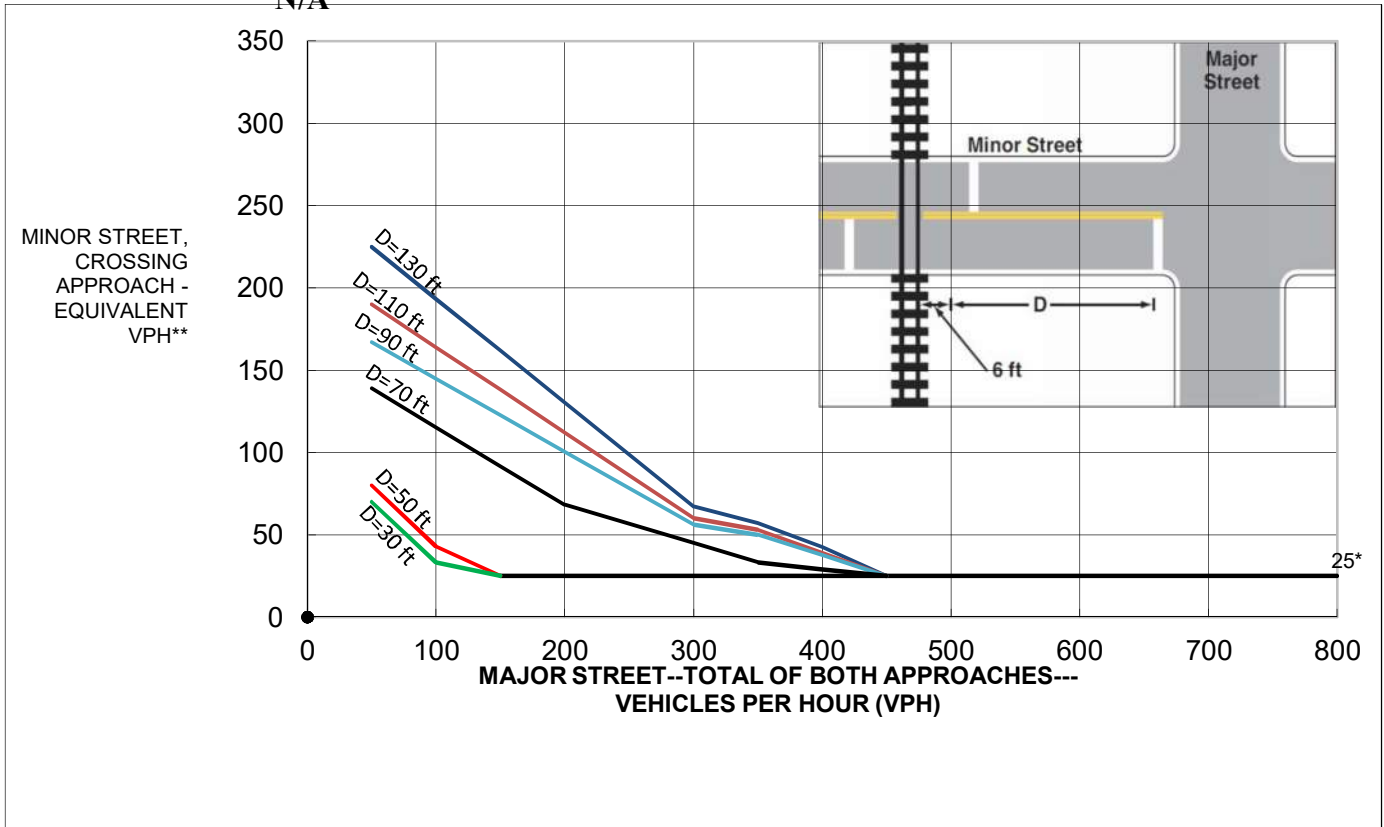


Figure 5. Railroad Grade Crossing (One Approach Lane at the Track Crossing).  
 (Warrant 9.)

\*25 vph applies as the lower threshold volume

\*\* VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

# Austin, Travis Co.

	MAJOR APPROACH Ferguson Lane 1 LANE(S) PER APPROACH				MINOR APPROACH Sprinkle Road/Tuscany Way 1 LANE(S) PER APPROACH				DATE: 01/07/2020 85th % SPEED: 30 MPH POPULATION: <10,000				
	Northbound		Southbound		Eastbound		Westbound		SUM MAJOR	HIGH MINOR	MAJOR APPR & HIGH MINOR	PED TOTAL XING MAJOR	RANK
	VEH	PEDS	VEH	PEDS	VEH	PEDS	VEH	PEDS					
12 MID	23		14		16		3		37	16	53		
1:00 AM	16		9		18		1		25	18	43		
2:00 AM	21		12		31		5		33	31	64		
3:00 AM	17		12		19		6		29	19	48		
4:00 AM	31		29		16		8		60	16	76		
5:00 AM	58		54		44		23		112	44	156		
6:00 AM	130		214		87		73		344	87	431		8
7:00 AM	176		548		167		128		724	167	891		1
8:00 AM	180		333		156		109		513	156	669		4
9:00 AM	160		154		125		55		314	125	439		7
10:00 AM	142		84		84		41		226	84	310		
11:00 AM	138		98		107		41		236	107	343		12
12 NOON	183		97		138		40		280	138	418		9
1:00 PM	156		84		127		43		240	127	367		11
2:00 PM	167		96		143		47		263	143	406		10
3:00 PM	234		105		182		54		339	182	521		6
4:00 PM	337		123		249		54		460	249	709		3
5:00 PM	376		133		288		57		509	288	797		2
6:00 PM	222		127		192		46		349	192	541		5
7:00 PM	149		70		121		32		219	121	340		
8:00 PM	122		53		80		28		175	80	255		
9:00 PM	94		42		55		20		136	55	191		
10:00 PM	59		24		44		14		83	44	127		
11:00 PM	31		20		28		7		51	28	79		
12 MID													

	Hours Met	Hours Req'd	
Warrant 1a	4	8	Not Satisfied
Warrant 1b	1	8	Not Satisfied
Warrant 1c	1	8	Not Satisfied
Warrant 1d	4	8	Not Satisfied
Warrant 2*	5	4	Satisfied
Warrant 3*	3	1	Satisfied
Warrant 4* 4 Hours		4	Not Satisfied
Warrant 4* Peak Hour		1	Not Satisfied
Warrant 7	8	8	Traffic Data Satisfied
Warrant 9		1	

\*See Rural Veh Graph

\*See Rural Veh Graph

\*See Rural Ped Graph

\*See Rural Ped Graph

Are there 5 or more crashes correctable by a signal?

Railroad Warrant Not Applicable

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## **Signal Timing Information**

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DATE:	3/8/2017	LOC:	801K	GRP:	4 + 2 + PHASEMODE	VEH PARAMS	VEH FLAG
VEH PARAMS	VEH FLAG	VEH PARAMS	VEH FLAG	VEH PARAMS	VEH FLAG	VEH PARAMS	VEH FLAG

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD/YLD
1	COORD	MAX1	6	1	1	6	B	100	5	120	10
2	COORD	MAX1	6	1	1	6	F	102	5	130	7
3	COORD	MAX1	6	1	1	6	B	83	5	140	10
4	COORD	MAX1	6	1	1	6	B	10	5	100	10

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP	13	14	15	16																

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP	13	14	15	16																

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP	13	14	15	16																

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP	13	14	15	16																

**SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT GREEN TIME (SECONDS)**

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD/YLD
1	COORD	MAX1	6	1	1	6	B	100	5	120	10
2	COORD	MAX1	6	1	1	6	F	102	5	130	7
3	COORD	MAX1	6	1	1	6	B	83	5	140	10
4	COORD	MAX1	6	1	1	6	B	10	5	100	10

PHASES: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

ENABLE: X X X X

CALLPHAS: 2 4 6 8

OVERLAP: 13 14 15 16









FLAGS	PHASES	PHASE DATA TABLE #	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18	
OMITPHAS																					
OMITPED																					
MIN RECAL		PHASE TIMING																			
MAXRECAL																					
SOFT RCL																					
CDTL SRVC																					
PED RECAL		MIN GREEN																			
DUAL ETRY		PASSAGE																			
SMGAP		MAXGRN 1																			
RED REST		MAXGRN 2																			
AUTO PED		COND SERV																			
REST WALK		YEL CHG																			
PED REC Y		RED CLR																			
RED LOCK		WALK																			
YEL LOCK		PED CLR																			
NO EXT		ADDED INI																			
NO ADD INI		TIME TO RED																			
NO GAP PED		TIME BEFORE																			
NO RANGE		MIN GAP																			
NOMAX LOK		MAX INIT GRN																			

FLAGS	PHASES	PHASE DATA TABLE #	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18	
OMITPHAS																					
OMITPED																					
MIN RECAL		PHASE TIMING																			
MAXRECAL																					
SOFT RCL																					
CDTL SRVC																					
PED RECAL		MIN GREEN																			
DUAL ETRY		PASSAGE																			
SMGAP		MAXGRN 1																			
RED REST		MAXGRN 2																			
AUTO PED		COND SERV																			
REST WALK		YEL CHG																			
PED REC Y		RED CLR																			
RED LOCK		WALK																			
YEL LOCK		PED CLR																			
NO EXT		ADDED INI																			
NO ADD INI		TIME TO RED																			
NO GAP PED		TIME BEFORE																			
NO RANGE		MIN GAP																			
NOMAX LOK		MAX INIT GRN																			

NOTES:







## Traffic Volume Counts



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# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - AM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	76	595	1	0	672	35	2	35	0	72	0	149	40	0	189	1	0	1	0	2	935
07:15	75	652	0	0	727	44	0	35	0	79	1	195	27	0	223	0	0	3	0	3	1032
07:30	82	606	4	0	692	38	0	42	0	80	3	223	43	0	269	2	0	0	0	2	1043
07:45	90	632	2	0	724	39	1	62	0	102	0	193	37	0	230	0	0	2	0	2	1058
<b>Total</b>	<b>323</b>	<b>2485</b>	<b>7</b>	<b>0</b>	<b>2815</b>	<b>156</b>	<b>3</b>	<b>174</b>	<b>0</b>	<b>333</b>	<b>4</b>	<b>760</b>	<b>147</b>	<b>0</b>	<b>911</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>4068</b>
08:00	88	586	3	0	677	28	0	52	0	80	1	167	27	0	195	1	0	1	0	2	954
08:15	79	466	1	0	546	34	1	41	0	76	1	148	17	0	166	4	0	2	0	6	794
08:30	89	509	3	0	601	27	0	39	0	66	2	128	25	0	155	1	1	1	0	3	825
08:45	81	459	1	0	541	27	0	43	0	70	2	115	29	0	146	0	1	0	0	1	758
<b>Total</b>	<b>337</b>	<b>2020</b>	<b>8</b>	<b>0</b>	<b>2365</b>	<b>116</b>	<b>1</b>	<b>175</b>	<b>0</b>	<b>292</b>	<b>6</b>	<b>558</b>	<b>98</b>	<b>0</b>	<b>662</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>3331</b>
Grand Total	660	4505	15	0	5180	272	4	349	0	625	10	1318	245	0	1573	9	2	10	0	21	7399
Apprch %	12.7	87	0.3	0		43.5	0.6	55.8	0		0.6	83.8	15.6	0		42.9	9.5	47.6	0		
Total %	8.9	60.9	0.2	0	70	3.7	0.1	4.7	0	8.4	0.1	17.8	3.3	0	21.3	0.1	0	0.1	0	0.3	
Vehicles	639	4437										1245									
% Vehicles	96.8	98.5	93.3	0	98.3	88.2	75	96	0	92.5	90	94.5	93.9	0	94.3	88.9	100	100	0	95.2	96.9
Heavy Vehicles																					
% Heavy Vehicles	3.2	1.5	6.7	0	1.7	11.8	25	4	0	7.5	10	5.5	6.1	0	5.7	11.1	0	0	0	4.8	3.1

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	75	<b>652</b>	0	0	<b>727</b>	<b>44</b>	0	35	0	79	1	195	27	0	223	0	0	<b>3</b>	0	<b>3</b>	1032
07:30	82	606	4	0	692	38	0	42	0	80	3	<b>223</b>	<b>43</b>	0	<b>269</b>	2	0	0	0	2	1043
07:45	<b>90</b>	632	2	0	724	39	<b>1</b>	<b>62</b>	0	<b>102</b>	0	193	37	0	230	0	0	2	0	2	<b>1058</b>
08:00	88	586	3	0	677	28	0	52	0	80	1	167	27	0	195	1	0	1	0	2	954
Total Volume	335	2476	9	0	2820	149	1	191	0	341	5	778	134	0	917	3	0	6	0	9	4087
% App. Total	11.9	87.8	0.3	0		43.7	0.3	56	0		0.5	84.8	14.6	0		33.3	0	66.7	0		
PHF	.931	.949	.563	.000	.970	.847	.250	.770	.000	.836	.417	.872	.779	.000	.852	.375	.000	.500	.000	.750	.966
Vehicles	327	2442																			
% Vehicles	97.6	98.6	88.9	0	98.5	88.6	100	95.3	0	92.4	100	95.8	96.3	0	95.9	100	0	100	0	100	97.4
Heavy Vehicles																					
% Heavy Vehicles	2.4	1.4	11.1	0	1.5	11.4	0	4.7	0	7.6	0	4.2	3.7	0	4.1	0	0	0	0	0	2.6

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - AM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 2

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:15					07:15					07:45				
+0 mins.	75	<b>652</b>	0	0	<b>727</b>	<b>44</b>	0	35	0	79	1	195	27	0	223	0	0	<b>2</b>	0	2
+15 mins.	82	606	<b>4</b>	0	692	38	0	42	0	80	<b>3</b>	<b>223</b>	<b>43</b>	0	<b>269</b>	1	0	1	0	2
+30 mins.	<b>90</b>	632	2	0	724	39	<b>1</b>	<b>62</b>	0	<b>102</b>	0	193	37	0	230	<b>4</b>	0	2	0	<b>6</b>
+45 mins.	88	586	3	0	677	28	0	52	0	80	1	167	27	0	195	1	<b>1</b>	1	0	3
Total Volume	335	2476	9	0	2820	149	1	191	0	341	5	778	134	0	917	6	1	6	0	13
% App. Total	11.9	87.8	0.3	0		43.7	0.3	56	0		0.5	84.8	14.6	0		46.2	7.7	46.2	0	
PHF	.931	.949	.563	.000	.970	.847	.250	.770	.000	.836	.417	.872	.779	.000	.852	.375	.250	.750	.000	.542
Vehicles	327	244	8	0	2777	132	1	182	0	315	5	745	129	0	879	5	1	6	0	12
% Vehicles		2																		
Heavy Vehicles	8	34	1	0	43	17	0	9	0	26	0	33	5	0	38	1	0	0	0	1
% Heavy Vehicles	2.4	1.4	11.1	0	1.5	11.4	0	4.7	0	7.6	0	4.2	3.7	0	4.1	16.7	0	0	0	7.7

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - AM

Site Code : 1

Start Date : 12/5/2019

Page No : 3

Groups Printed- Vehicles

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	74	581	1	0	656	31	2	35	0	68	0	138	39	0	177	1	0	1	0	2	903
07:15	74	648	0	0	722	41	0	34	0	75	1	184	27	0	212	0	0	3	0	3	1012
07:30	78	599	3	0	680	34	0	38	0	72	3	212	40	0	255	2	0	0	0	2	1009
07:45	90	620	2	0	712	34	1	58	0	93	0	187	35	0	222	0	0	2	0	2	1029
<b>Total</b>	<b>316</b>	<b>2448</b>	<b>6</b>	<b>0</b>	<b>2770</b>	<b>140</b>	<b>3</b>	<b>165</b>	<b>0</b>	<b>308</b>	<b>4</b>	<b>721</b>	<b>141</b>	<b>0</b>	<b>866</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>3953</b>
08:00	85	575	3	0	663	23	0	52	0	75	1	162	27	0	190	1	0	1	0	2	930
08:15	74	463	1	0	538	25	0	40	0	65	0	138	16	0	154	3	0	2	0	5	762
08:30	88	501	3	0	592	27	0	39	0	66	2	119	19	0	140	1	1	1	0	3	801
08:45	76	450	1	0	527	25	0	39	0	64	2	105	27	0	134	0	1	0	0	1	726
<b>Total</b>	<b>323</b>	<b>1989</b>	<b>8</b>	<b>0</b>	<b>2320</b>	<b>100</b>	<b>0</b>	<b>170</b>	<b>0</b>	<b>270</b>	<b>5</b>	<b>524</b>	<b>89</b>	<b>0</b>	<b>618</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>3219</b>
Grand Total	639	4437	14	0	5090	240	3	335	0	578	9	1245	230	0	1484	8	2	10	0	20	7172
Apprch %	12.6	87.2	0.3	0		41.5	0.5	58	0		0.6	83.9	15.5	0		40	10	50	0		
Total %	8.9	61.9	0.2	0	71	3.3	0	4.7	0	8.1	0.1	17.4	3.2	0	20.7	0.1	0	0.1	0	0.3	

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	74	<b>648</b>	0	0	<b>722</b>	41	0	34	0	75	1	184	27	0	212	0	0	<b>3</b>	0	<b>3</b>	1012
07:30	78	599	3	0	680	34	0	38	0	72	3	<b>212</b>	<b>40</b>	0	<b>255</b>	2	0	0	0	2	1009
07:45	<b>90</b>	620	2	0	712	34	<b>1</b>	<b>58</b>	0	<b>93</b>	0	187	35	0	222	0	0	2	0	2	<b>1029</b>
08:00	85	575	3	0	663	23	0	52	0	75	1	162	27	0	190	1	0	1	0	2	930
Total Volume	327	2442	8	0	2777	132	1	182	0	315	5	745	129	0	879	3	0	6	0	9	3980
% App. Total	11.8	87.9	0.3	0		41.9	0.3	57.8	0		0.6	84.8	14.7	0		33.3	0	66.7	0		
PHF	.908	.942	.667	.000	.962	.805	.250	.784	.000	.847	.417	.879	.806	.000	.862	.375	.000	.500	.000	.750	.967

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:15					07:15					07:45				
+0 mins.	74	<b>648</b>	0	0	<b>722</b>	41	0	34	0	72	3	<b>212</b>	<b>40</b>	0	<b>255</b>	1	0	<b>2</b>	0	2
+15 mins.	78	599	3	0	680	34	0	38	0	72	3	212	40	0	255	1	0	1	0	2
+30 mins.	<b>90</b>	620	2	0	712	34	<b>1</b>	<b>58</b>	0	<b>93</b>	0	187	35	0	222	3	0	2	0	5
+45 mins.	85	575	3	0	663	23	0	52	0	75	1	162	27	0	190	1	<b>1</b>	<b>1</b>	0	3
Total Volume	327	2442	8	0	2777	132	1	182	0	315	5	745	129	0	879	5	1	6	0	12
% App. Total	11.	87.				41.		57.			0.6	84.	14.			41.	8.3	50	0	
	8	9	0.3	0		9	0.3	8	0		0.6	8	7	0		7				
PHF	.90	.94	.66	.00	.962	.80	.25	.78	.00	.847	.41	.87	.80	.00	.862	.41	.25	.75	.00	.600
	8	2	7	0		5	0	4	0		7	9	6	0		7	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - AM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	2	14	0	0	16	4	0	0	0	4	0	11	1	0	12	0	0	0	0	0	32
07:15	1	4	0	0	5	3	0	1	0	4	0	11	0	0	11	0	0	0	0	0	20
07:30	4	7	1	0	12	4	0	4	0	8	0	11	3	0	14	0	0	0	0	0	34
07:45	0	12	0	0	12	5	0	4	0	9	0	6	2	0	8	0	0	0	0	0	29
<b>Total</b>	<b>7</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>16</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>39</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>
08:00	3	11	0	0	14	5	0	0	0	5	0	5	0	0	5	0	0	0	0	0	24
08:15	5	3	0	0	8	9	1	1	0	11	1	10	1	0	12	1	0	0	0	1	32
08:30	1	8	0	0	9	0	0	0	0	0	0	9	6	0	15	0	0	0	0	0	24
08:45	5	9	0	0	14	2	0	4	0	6	0	10	2	0	12	0	0	0	0	0	32
<b>Total</b>	<b>14</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>16</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>112</b>
Grand Total	21	68	1	0	90	32	1	14	0	47	1	73	15	0	89	1	0	0	0	1	227
Apprch %	23.3	75.6	1.1	0		68.1	2.1	29.8	0		1.1	82	16.9	0		100	0	0	0		
Total %	9.3	30	0.4	0	39.6	14.1	0.4	6.2	0	20.7	0.4	32.2	6.6	0	39.2	0.4	0	0	0	0.4	

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	4	7	1	0	12	4	0	4	0	8	0	11	3	0	14	0	0	0	0	0	34
07:45	0	12	0	0	12	5	0	4	0	9	0	6	2	0	8	0	0	0	0	0	29
08:00	3	11	0	0	14	5	0	0	0	5	0	5	0	0	5	0	0	0	0	0	24
08:15	5	3	0	0	8	9	1	1	0	11	1	10	1	0	12	1	0	0	0	1	32
Total Volume	12	33	1	0	46	23	1	9	0	33	1	32	6	0	39	1	0	0	0	1	119
% App. Total	26.1	71.7	2.2	0		69.7	3	27.3	0		2.6	82.1	15.4	0		100	0	0	0		
PHF	.600	.688	.250	.000	.821	.639	.250	.563	.000	.750	.250	.727	.500	.000	.696	.250	.000	.000	.000	.250	.875

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30					07:30					07:00					07:30				
+0 mins.	4	7	1			4		4			11					0	0	0	0	0
+15 mins.	0	12	0	0	12	5	0	4	0	9	0	11	0	0	11	0	0	0	0	0
+30 mins.	3	11	0	0	14	5	0	0	0	5	0	11	3	0	14	0	0	0	0	0
+45 mins.	5	3	0	0	8	9	1	1	0	11	0	6	2	0	8	1	0	0	0	1
Total Volume	12	33	1	0	46	23	1	9	0	33	0	39	6	0	45	1	0	0	0	1
% App. Total	26.1	71.7	2.2	0		69.7	3	27.3	0		0	86.1	13.3	0		100	0	0	0	
PHF	.60	.68	.25	.00	.821	.63	.25	.56	.00	.750	.00	.88	.50	.00	.804	.25	.00	.00	.00	.250
	0	8	0	0		9	0	3	0		0	6	0	0		0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - AM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Apprch %</b>	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
<b>Total %</b>	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - PM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	68	211	0	0	279	39	0	64	0	103	1	443	34	1	479	7	2	4	0	13	874
16:15	49	236	4	0	289	30	0	61	0	91	3	432	40	0	475	3	2	1	0	6	861
16:30	56	237	1	0	294	31	0	60	0	91	0	460	37	0	497	7	4	6	0	17	899
16:45	67	257	3	0	327	29	1	74	0	104	0	476	37	0	513	5	0	1	0	6	950
<b>Total</b>	<b>240</b>	<b>941</b>	<b>8</b>	<b>0</b>	<b>1189</b>	<b>129</b>	<b>1</b>	<b>259</b>	<b>0</b>	<b>389</b>	<b>4</b>	<b>1811</b>	<b>148</b>	<b>1</b>	<b>1964</b>	<b>22</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>42</b>	<b>3584</b>
17:00	60	264	0	0	324	44	0	79	0	123	1	492	34	0	527	3	2	3	0	8	982
17:15	55	252	1	0	308	29	0	66	0	95	0	502	40	0	542	1	1	1	0	3	948
17:30	48	258	0	0	306	31	1	65	0	97	0	473	44	0	517	2	0	4	0	6	926
17:45	66	226	0	0	292	23	0	58	0	81	0	435	49	0	484	0	1	1	0	2	859
<b>Total</b>	<b>229</b>	<b>1000</b>	<b>1</b>	<b>0</b>	<b>1230</b>	<b>127</b>	<b>1</b>	<b>268</b>	<b>0</b>	<b>396</b>	<b>1</b>	<b>1902</b>	<b>167</b>	<b>0</b>	<b>2070</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>3715</b>
Grand Total	469	1941	9	0	2419	256	2	527	0	785	5	3713	315	1	4034	28	12	21	0	61	7299
Apprch %	19.4	80.2	0.4	0		32.6	0.3	67.1	0		0.1	92	7.8	0		45.9	19.7	34.4	0		
Total %	6.4	26.6	0.1	0	33.1	3.5	0	7.2	0	10.8	0.1	50.9	4.3	0	55.3	0.4	0.2	0.3	0	0.8	
Vehicles	440	1853										3639									
% Vehicles	93.8	95.5	66.7	0	95	98.4	0	97.9	0	97.8	100	98	98.1	100	98	89.3	75	95.2	0	88.5	96.9
Heavy Vehicles																					
% Heavy Vehicles	6.2	4.5	33.3	0	5	1.6	100	2.1	0	2.2	0	2	1.9	0	2	10.7	25	4.8	0	11.5	3.1

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	67	257	3	0	327	29	1	74	0	104	0	476	37	0	513	5	0	1	0	6	950
17:00	60	264	0	0	324	44	0	79	0	123	1	492	34	0	527	3	2	3	0	8	982
17:15	55	252	1	0	308	29	0	66	0	95	0	502	40	0	542	1	1	1	0	3	948
17:30	48	258	0	0	306	31	1	65	0	97	0	473	44	0	517	2	0	4	0	6	926
Total Volume	230	1031	4	0	1265	133	2	284	0	419	1	1943	155	0	2099	11	3	9	0	23	3806
% App. Total	18.2	81.5	0.3	0		31.7	0.5	67.8	0		0	92.6	7.4	0		47.8	13	39.1	0		
PHF	.858	.976	.333	.000	.967	.756	.500	.899	.000	.852	.250	.968	.881	.000	.968	.550	.375	.563	.000	.719	.969
Vehicles	219	982	1	0	1202	133	0	278	0	411	1	1909									
% Vehicles	95.2	95.2	25.0	0	95.0	100	0	97.9	0	98.1	100	98.3	98.7	0	98.3	81.8	33.3	100	0	82.6	97.1
Heavy Vehicles																					
% Heavy Vehicles	4.8	4.8	75.0	0	5.0	0	100	2.1	0	1.9	0	1.7	1.3	0	1.7	18.2	66.7	0	0	17.4	2.9

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - PM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 2

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					16:45					16:45					16:00				
+0 mins.	67	257	3	0	327	29	1	74	0	104	0	476	37	0	513	7	2	4	0	13
+15 mins.	60	264	0	0	324	44	0	79	0	123	1	492	34	0	527	3	2	1	0	6
+30 mins.	55	252	1	0	308	29	0	66	0	95	0	502	40	0	542	7	4	6	0	17
+45 mins.	48	258	0	0	306	31	1	65	0	97	0	473	44	0	517	5	0	1	0	6
Total Volume	230	1031	4	0	1265	133	2	284	0	419	1	1943	155	0	2099	22	8	12	0	42
% App. Total	18.2	81.5	0.3	0		31.7	0.5	67.8	0		0	92.6	7.4	0		52.4	19	28.6	0	
PHF	.858	.976	.333	.000	.967	.756	.500	.899	.000	.852	.250	.968	.881	.000	.968	.786	.500	.500	.000	.618
Vehicles	219	982	1	0	1202	133	0	278	0	411	1	1909	153	0	2063	19	8	11	0	38
% Vehicles																				
Heavy Vehicles	11	49	3	0	63	0	2	6	0	8	0	34	2	0	36	3	0	1	0	4
% Heavy Vehicles	4.8	4.8	75	0	5	0	100	2.1	0	1.9	0	1.7	1.3	0	1.7	13.6	0	8.3	0	9.5



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - PM

Site Code : 1

Start Date : 12/5/2019

Page No : 3

Groups Printed- Vehicles

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	65	201	0	0	266	39	0	63	0	102	1	431	34	1	467	7	2	3	0	12	847
16:15	44	221	4	0	269	28	0	60	0	88	3	423	36	0	462	3	2	1	0	6	825
16:30	50	230	1	0	281	30	0	58	0	88	0	449	37	0	486	6	4	6	0	16	871
16:45	62	238	0	0	300	29	0	73	0	102	0	465	37	0	502	3	0	1	0	4	908
<b>Total</b>	221	890	5	0	1116	126	0	254	0	380	4	1768	144	1	1917	19	8	11	0	38	3451
17:00	56	248	0	0	304	44	0	78	0	122	1	486	32	0	519	3	0	3	0	6	951
17:15	54	245	1	0	300	29	0	64	0	93	0	492	40	0	532	1	1	1	0	3	928
17:30	47	251	0	0	298	31	0	63	0	94	0	466	44	0	510	2	0	4	0	6	908
17:45	62	219	0	0	281	22	0	57	0	79	0	427	49	0	476	0	0	1	0	1	837
<b>Total</b>	219	963	1	0	1183	126	0	262	0	388	1	1871	165	0	2037	6	1	9	0	16	3624
Grand Total	440	1853	6	0	2299	252	0	516	0	768	5	3639	309	1	3954	25	9	20	0	54	7075
Apprch %	19.1	80.6	0.3	0		32.8	0	67.2	0		0.1	92	7.8	0		46.3	16.7	37	0		
Total %	6.2	26.2	0.1	0	32.5	3.6	0	7.3	0	10.9	0.1	51.4	4.4	0	55.9	0.4	0.1	0.3	0	0.8	

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	<b>62</b>	238	0	0	300	29	0	73	0	102	0	465	37	0	502	<b>3</b>	0	1	0	4	908
17:00	56	248	0	0	<b>304</b>	<b>44</b>	0	<b>78</b>	0	<b>122</b>	<b>1</b>	486	32	0	519	3	0	3	0	<b>6</b>	<b>951</b>
17:15	54	245	1	0	300	29	0	64	0	93	0	<b>492</b>	40	0	<b>532</b>	1	<b>1</b>	1	0	3	928
17:30	47	<b>251</b>	0	0	298	31	0	63	0	94	0	466	<b>44</b>	0	510	2	0	<b>4</b>	0	6	908
Total Volume	219	982	1	0	1202	133	0	278	0	411	1	1909	153	0	2063	9	1	9	0	19	3695
% App. Total	18.2	81.7	0.1	0		32.4	0	67.6	0		0	92.5	7.4	0		47.4	5.3	47.4	0		
PHF	.883	.978	.250	.000	.988	.756	.000	.891	.000	.842	.250	.970	.869	.000	.969	.750	.250	.563	.000	.792	.971

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					16:45					16:45					16:00				
+0 mins.	<b>62</b>					<b>44</b>	0	<b>78</b>	0	<b>122</b>	<b>1</b>	486	32	0	519	<b>3</b>	2	1	0	6
+15 mins.	56	248	0	0	<b>304</b>	29	0	64	0	93	0	<b>492</b>	40	0	<b>532</b>	6	<b>4</b>	<b>6</b>	0	<b>16</b>
+30 mins.	54	245	1	0	300	29	0	64	0	93	0	466	<b>44</b>	0	510	3	0	1	0	4
+45 mins.	47	<b>251</b>	0	0	298	31	0	63	0	94	0	466	<b>44</b>	0	510	3	0	1	0	4
Total Volume	219	982	1	0	1202	133	0	278	0	411	1	1909	153	0	2063	19	8	11	0	38
% App. Total	18.	81.				32.	0	67.	0		0	92.	7.4	0		50	21.	28.	0	
	2	7	0.1	0		4	0	6	0		0	5	7.4	0		50	1	9	0	
PHF	.88	.97	.25	.00	.988	.75	.00	.89	.00	.842	.25	.97	.86	.00	.969	.67	.50	.45	.00	.594
	3	8	0	0		6	0	1	0	.842	0	0	9	0	.969	9	0	8	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - PM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	3	10	0	0	13	0	0	1	0	1	0	12	0	0	12	0	0	1	0	1	27
16:15	5	15	0	0	20	2	0	1	0	3	0	9	4	0	13	0	0	0	0	0	36
16:30	6	7	0	0	13	1	0	2	0	3	0	11	0	0	11	1	0	0	0	1	28
16:45	5	19	3	0	27	0	1	1	0	2	0	11	0	0	11	2	0	0	0	2	42
<b>Total</b>	19	51	3	0	73	3	1	5	0	9	0	43	4	0	47	3	0	1	0	4	133
17:00	4	16	0	0	20	0	0	1	0	1	0	6	2	0	8	0	2	0	0	2	31
17:15	1	7	0	0	8	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	20
17:30	1	7	0	0	8	0	1	2	0	3	0	7	0	0	7	0	0	0	0	0	18
17:45	4	7	0	0	11	1	0	1	0	2	0	8	0	0	8	0	1	0	0	1	22
<b>Total</b>	10	37	0	0	47	1	1	6	0	8	0	31	2	0	33	0	3	0	0	3	91
<b>Grand Total</b>	29	88	3	0	120	4	2	11	0	17	0	74	6	0	80	3	3	1	0	7	224
Apprch %	24.2	73.3	2.5	0		23.5	11.8	64.7	0		0	92.5	7.5	0		42.9	42.9	14.3	0		
Total %	12.9	39.3	1.3	0	53.6	1.8	0.9	4.9	0	7.6	0	33	2.7	0	35.7	1.3	1.3	0.4	0	3.1	

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
<b>Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 16:15</b>																					
16:15	5	15	0	0	20	2	0	1	0	3	0	9	4	0	13	0	0	0	0	0	36
16:30	6	7	0	0	13	1	0	2	0	3	0	11	0	0	11	1	0	0	0	1	28
16:45	5	19	3	0	27	0	1	1	0	2	0	11	0	0	11	2	0	0	0	2	42
17:00	4	16	0	0	20	0	0	1	0	1	0	6	2	0	8	0	2	0	0	2	31
Total Volume	20	57	3	0	80	3	1	5	0	9	0	37	6	0	43	3	2	0	0	5	137
% App. Total	25	71.2	3.8	0		33.3	11.1	55.6	0		0	86	14	0		60	40	0	0		
PHF	.833	.750	.250	.000	.741	.375	.250	.625	.000	.750	.000	.841	.375	.000	.827	.375	.250	.000	.000	.625	.815

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	16:15					16:00					16:00					16:15				
<b>+0 mins.</b>	5	15	0	0	20	0	0	1	0	1	0	12	4	0	13	1	0	0	0	1
<b>+15 mins.</b>	6	7	0	0	13	2	0	1	0	3	0	9	4	0	13	2	0	0	0	2
<b>+30 mins.</b>	5	19	3	0	27	1	0	2	0	3	0	11	0	0	11	2	0	0	0	2
<b>+45 mins.</b>	4	16	0	0	20	0	1	1	0	2	0	11	0	0	11	0	2	0	0	2
Total Volume	20	57	3	0	80	3	1	5	0	9	0	43	4	0	47	3	2	0	0	5
% App. Total	25	71.2	3.8	0		33.3	11.1	55.6	0		0	91.2	8.5	0		60	40	0	0	
PHF	.83	.75	.25	.00	.741	.37	.25	.62	.00	.750	.00	.89	.25	.00	.904	.37	.25	.00	.00	.625
	3	0	0	0		5	0	5	0		0	6	0	0		5	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - PM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0
17:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
<b>Total</b>	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
<b>Grand Total</b>	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	4
Apprch %	100	0	0	0		0	0	0	0		0	33.3	66.7	0		0	0	0	0		
Total %	25	0	0	0	25	0	0	0	0	0	0	25	50	0	75	0	0	0	0	0	

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
% App. Total	0	0	0	0	0	0	0	0	0	0	0	50	50	0		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					16:00					16:00					16:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		0	50	50	0		0	0	0	0		
PHF	.25	.00	.00	.00	.250	.00	.00	.00	.00	.000	.00	.25	.25	.00	.500	.00	.00	.00	.00	.000	
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - AM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	66	64	0	130	1	20	0	0	21	37	4	1	0	42	20	6	43	0	69	262
07:15	0	78	62	0	140	0	47	0	0	47	25	14	1	0	40	11	8	54	0	73	300
07:30	0	90	63	0	153	1	31	0	0	32	33	5	1	0	39	8	17	45	0	70	294
07:45	2	52	87	0	141	4	33	0	0	37	39	10	0	0	49	14	9	53	0	76	303
<b>Total</b>	<b>2</b>	<b>286</b>	<b>276</b>	<b>0</b>	<b>564</b>	<b>6</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>134</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>170</b>	<b>53</b>	<b>40</b>	<b>195</b>	<b>0</b>	<b>288</b>	<b>1159</b>
08:00	1	53	63	0	117	2	27	0	0	29	38	13	1	0	52	12	7	37	0	56	254
08:15	0	40	50	0	90	1	25	1	0	27	33	9	6	0	48	13	12	51	0	76	241
08:30	0	29	31	0	60	2	19	1	0	22	29	8	2	0	39	11	13	46	0	70	191
08:45	0	22	38	0	60	1	20	0	0	21	31	9	0	0	40	12	13	65	0	90	211
<b>Total</b>	<b>1</b>	<b>144</b>	<b>182</b>	<b>0</b>	<b>327</b>	<b>6</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>99</b>	<b>131</b>	<b>39</b>	<b>9</b>	<b>0</b>	<b>179</b>	<b>48</b>	<b>45</b>	<b>199</b>	<b>0</b>	<b>292</b>	<b>897</b>
Grand Total	3	430	458	0	891	12	222	2	0	236	265	72	12	0	349	101	85	394	0	580	2056
Apprch %	0.3	48.3	51.4	0		5.1	94.1	0.8	0		75.9	20.6	3.4	0		17.4	14.7	67.9	0		
Total %	0.1	20.9	22.3	0	43.3	0.6	10.8	0.1	0	11.5	12.9	3.5	0.6	0	17	4.9	4.1	19.2	0	28.2	
Vehicles	3	420	449	0	872	12	218	2	0	232	251	64	12	0	327	92	84	368	0	544	1975
% Vehicles																					
Heavy Vehicles	0	10	9	0	19	0	4	0	0	4	14	8	0	0	22	9	1	26	0	36	81
% Heavy Vehicles	0	2.3	2	0	2.1	0	1.8	0	0	1.7	5.3	11.1	0	0	6.3	8.9	1.2	6.6	0	6.2	3.9

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	66	64	0	130	1	20	0	0	21	37	4	1	0	42	20	6	43	0	69	262
07:15	0	78	62	0	140	0	47	0	0	47	25	14	1	0	40	11	8	54	0	73	300
07:30	0	90	63	0	153	1	31	0	0	32	33	5	1	0	39	8	17	45	0	70	294
07:45	2	52	87	0	141	4	33	0	0	37	39	10	0	0	49	14	9	53	0	76	303
Total Volume	2	286	276	0	564	6	131	0	0	137	134	33	3	0	170	53	40	195	0	288	1159
% App. Total	0.4	50.7	48.9	0		4.4	95.6	0	0		78.8	19.4	1.8	0		18.4	13.9	67.7	0		
PHF	.250	.794	.793	.000	.922	.375	.697	.000	.000	.729	.859	.589	.750	.000	.867	.663	.588	.903	.000	.947	.956
Vehicles	2	281	270	0	553	6	128	0	0	134	130	31	3	0	164	49	40	188	0	277	1128
% Vehicles		98.3	97.8	0	98.0	100	97.7	0	0	97.8	97.0	93.9	100	0	96.5	92.5	100	96.4	0	96.2	97.3
Heavy Vehicles																					
% Heavy Vehicles	0	1.7	2.2	0	2.0	0	2.3	0	0	2.2	3.0	6.1	0	0	3.5	7.5	0	3.6	0	3.8	2.7

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - AM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 2

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:15					07:30					08:00				
+0 mins.	0	66	64	0	130	0	47	0	0	47	33	5	1	0	39	12	7	37	0	56
+15 mins.	0	78	62	0	140	1	31	0	0	32	39	10	0	0	49	13	12	51	0	76
+30 mins.	0	90	63	0	153	4	33	0	0	37	38	13	1	0	52	11	13	46	0	70
+45 mins.	2	52	87	0	141	2	27	0	0	29	33	9	6	0	48	12	13	65	0	90
Total Volume	2	286	276	0	564	7	138	0	0	145	143	37	8	0	188	48	45	199	0	292
% App. Total	0.4	50.7	48.9	0		4.8	95.2	0	0		76.1	19.7	4.3	0		16.4	15.4	68.2	0	
PHF	.250	.794	.793	.000	.922	.438	.734	.000	.000	.771	.917	.712	.333	.000	.904	.923	.865	.765	.000	.811
Vehicles	2	281	270	0	553	7	135	0	0	142	135	31	8	0	174	43	44	180	0	267
% Vehicles																				
Heavy Vehicles	0	5	6	0	11	0	3	0	0	3	8	6	0	0	14	5	1	19	0	25
% Heavy Vehicles	0	1.7	2.2	0	2	0	2.2	0	0	2.1	5.6	16.2	0	0	7.4	10.4	2.2	9.5	0	8.6

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - AM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	63	62	0	125	1	20	0	0	21	36	3	1	0	40	20	6	43	0	69	255
07:15	0	77	61	0	138	0	47	0	0	47	24	14	1	0	39	11	8	52	0	71	295
07:30	0	90	62	0	152	1	30	0	0	31	31	5	1	0	37	5	17	42	0	64	284
07:45	2	51	85	0	138	4	31	0	0	35	39	9	0	0	48	13	9	51	0	73	294
<b>Total</b>	2	281	270	0	553	6	128	0	0	134	130	31	3	0	164	49	40	188	0	277	1128
08:00	1	52	62	0	115	2	27	0	0	29	36	9	1	0	46	12	7	33	0	52	242
08:15	0	40	50	0	90	1	25	1	0	27	29	8	6	0	43	12	12	44	0	68	228
08:30	0	26	29	0	55	2	18	1	0	21	28	8	2	0	38	11	12	43	0	66	180
08:45	0	21	38	0	59	1	20	0	0	21	28	8	0	0	36	8	13	60	0	81	197
<b>Total</b>	1	139	179	0	319	6	90	2	0	98	121	33	9	0	163	43	44	180	0	267	847
Grand Total	3	420	449	0	872	12	218	2	0	232	251	64	12	0	327	92	84	368	0	544	1975
Apprch %	0.3	48.2	51.5	0		5.2	94	0.9	0	232	76.8	19.6	3.7	0	327	16.9	15.4	67.6	0	544	
Total %	0.2	21.3	22.7	0	44.2	0.6	11	0.1	0	11.7	12.7	3.2	0.6	0	16.6	4.7	4.3	18.6	0	27.5	

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	63	62	0	125	1	20	0	0	21	36	3	1	0	40	20	6	43	0	69	255
07:15	0	77	61	0	138	0	47	0	0	47	24	14	1	0	39	11	8	52	0	71	295
07:30	0	90	62	0	152	1	30	0	0	31	31	5	1	0	37	5	17	42	0	64	284
07:45	2	51	85	0	138	4	31	0	0	35	39	9	0	0	48	13	9	51	0	73	294
Total Volume	2	281	270	0	553	6	128	0	0	134	130	31	3	0	164	49	40	188	0	277	1128
% App. Total	0.4	50.8	48.8	0		4.5	95.5	0	0	232	79.3	18.9	1.8	0	327	17.7	14.4	67.9	0	544	
PHF	.250	.781	.794	.000	.910	.375	.681	.000	.000	.713	.833	.554	.750	.000	.854	.613	.588	.904	.000	.949	.956

	07:00					07:15					07:45					07:00				
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total
+0 mins.	0	63	62	0	125	0	47	0	0	47	39	9	1	0	48	20	8	52	0	71
+15 mins.	0	77	61	0	138	1	30	0	0	31	36	9	1	0	46	11	8	52	0	71
+30 mins.	0	90	62	0	152	4	31	0	0	35	29	8	6	0	43	5	17	42	0	64
+45 mins.	2	51	85	0	138	2	27	0	0	29	28	8	2	0	38	13	9	51	0	73
Total Volume	2	281	270	0	553	7	135	0	0	142	132	34	9	0	175	49	40	188	0	277
% App. Total	0.4	50.8	48.8	0		4.9	95.5	0	0	232	75.1	19.6	5.1	0	327	17.7	14.4	67.9	0	544
PHF	.25	.78	.79	.00	.910	.43	.71	.00	.00	.755	.84	.94	.37	.00	.911	.61	.58	.90	.00	.949
	0	1	4	0		8	8	0	0		6	4	5	0		3	8	4	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - AM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
07:00	0	3	2	0	5	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	7
07:15	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	5
07:30	0	0	1	0	1	0	1	0	0	1	2	0	0	0	2	3	0	3	0	6	0	10
07:45	0	1	2	0	3	0	2	0	0	2	0	1	0	0	1	1	0	2	0	3	0	9
<b>Total</b>	0	5	6	0	11	0	3	0	0	3	4	2	0	0	6	4	0	7	0	11	0	31
08:00	0	1	1	0	2	0	0	0	0	0	2	4	0	0	6	0	0	4	0	4	0	12
08:15	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	1	0	7	0	8	0	13
08:30	0	3	2	0	5	0	1	0	0	1	1	0	0	0	1	0	1	3	0	4	0	11
08:45	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	4	0	5	0	9	0	14
<b>Total</b>	0	5	3	0	8	0	1	0	0	1	10	6	0	0	16	5	1	19	0	25	0	50
Grand Total	0	10	9	0	19	0	4	0	0	4	14	8	0	0	22	9	1	26	0	36	0	81
Apprch %	0	52.6	47.4	0		0	100	0	0		63.6	36.4	0	0		25	2.8	72.2	0		0	
Total %	0	12.3	11.1	0	23.5	0	4.9	0	0	4.9	17.3	9.9	0	0	27.2	11.1	1.2	32.1	0	44.4	0	

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00																						
08:00	0	1	1	0	2	0	0	0	0	0	2	4	0	0	6	0	0	4	0	4	0	12
08:15	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	1	0	7	0	8	0	13
08:30	0	3	2	0	5	0	1	0	0	1	1	0	0	0	1	0	1	3	0	4	0	11
08:45	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	4	0	5	0	9	0	14
Total Volume	0	5	3	0	8	0	1	0	0	1	10	6	0	0	16	5	1	19	0	25	0	50
% App. Total	0	62.5	37.5	0		0	100	0	0		62.5	37.5	0	0		20	4	76	0		0	
PHF	.000	.417	.375	.000	.400	.000	.250	.000	.000	.250	.625	.375	.000	.000	.667	.313	.250	.679	.000	.694	.893	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:00					08:00					08:00				
+0 mins.	0	3	2	0	5	0	0	0	0	0	4	4	0	0	6	1	0	7	0	8
+15 mins.	0	1	1	0	2	0	1	0	0	1	1	0	0	0	1	0	1	3	0	4
+30 mins.	0	0	1	0	1	0	2	0	0	2	3	1	0	0	4	4	0	5	0	9
+45 mins.	0	1	2	0	3	0	2	0	0	2	3	1	0	0	4	4	0	5	0	9
Total Volume	0	5	6	0	11	0	3	0	0	3	10	6	0	0	16	5	1	19	0	25
% App. Total	0	45.	54.	0		0	100	0	0		62.	37.	0	0		20	4	76	0	
PHF	.00	.41	.75	.00	.550	.00	.37	.00	.00	.375	.62	.37	.00	.00	.667	.31	.25	.67	.00	.694
	0	7	0	0		0	5	0	0		5	5	0	0		3	0	9	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - AM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total		
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total		
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total			
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:00																							
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00							
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume																							
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.00	.000	.00	.000



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - PM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 1

## Groups Printed- Vehicles - Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	23	18	0	41	0	14	0	0	14	43	41	1	0	85	53	38	50	0	141	281
16:15	1	13	12	0	26	0	15	0	0	15	42	31	4	0	77	40	21	44	0	105	223
16:30	0	11	17	0	28	1	13	1	0	15	40	39	2	0	81	53	30	39	0	122	246
16:45	0	8	18	0	26	0	10	0	0	10	32	43	3	0	78	67	40	48	0	155	269
<b>Total</b>	<b>1</b>	<b>55</b>	<b>65</b>	<b>0</b>	<b>121</b>	<b>1</b>	<b>52</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>157</b>	<b>154</b>	<b>10</b>	<b>0</b>	<b>321</b>	<b>213</b>	<b>129</b>	<b>181</b>	<b>0</b>	<b>523</b>	<b>1019</b>
17:00	0	13	28	0	41	0	6	0	0	6	42	72	4	0	118	68	35	64	0	167	332
17:15	0	13	17	0	30	1	18	0	0	19	37	61	4	0	102	71	23	36	0	130	281
17:30	1	21	19	0	41	1	23	1	0	25	41	41	2	0	84	58	30	28	0	116	266
17:45	0	8	15	0	23	0	12	0	0	12	31	32	1	0	64	44	28	40	0	112	211
<b>Total</b>	<b>1</b>	<b>55</b>	<b>79</b>	<b>0</b>	<b>135</b>	<b>2</b>	<b>59</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>151</b>	<b>206</b>	<b>11</b>	<b>0</b>	<b>368</b>	<b>241</b>	<b>116</b>	<b>168</b>	<b>0</b>	<b>525</b>	<b>1090</b>
Grand Total	2	110	144	0	256	3	111	2	0	116	308	360	21	0	689	454	245	349	0	1048	2109
Apprch %	0.8	43	56.2	0		2.6	95.7	1.7	0		44.7	52.2	3	0		43.3	23.4	33.3	0		
Total %	0.1	5.2	6.8	0	12.1	0.1	5.3	0.1	0	5.5	14.6	17.1	1	0	32.7	21.5	11.6	16.5	0	49.7	
Vehicles	1	105	142	0	248	2	107	2	0	111	293	354	18	0	665	452	241	319	0	1012	2036
% Vehicles																					
Heavy Vehicles	1	5	2	0	8	1	4	0	0	5	15	6	3	0	24	2	4	30	0	36	73
% Heavy Vehicles	50	4.5	1.4	0	3.1	33.3	3.6	0	0	4.3	4.9	1.7	14.3	0	3.5	0.4	1.6	8.6	0	3.4	3.5

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	8	18	0	26	0	10	0	0	10	32	43	3	0	78	67	40	48	0	155	269
17:00	0	13	28	0	41	0	6	0	0	6	42	72	4	0	118	68	35	64	0	167	332
17:15	0	13	17	0	30	1	18	0	0	19	37	61	4	0	102	71	23	36	0	130	281
17:30	1	21	19	0	41	1	23	1	0	25	41	41	2	0	84	58	30	28	0	116	266
Total Volume	1	55	82	0	138	2	57	1	0	60	152	217	13	0	382	264	128	176	0	568	1148
% App. Total	0.7	39.9	59.4	0		3.3	95	1.7	0		39.8	56.8	3.4	0		46.5	22.5	31	0		
PHF	.250	.655	.732	.000	.841	.500	.620	.250	.000	.600	.905	.753	.813	.000	.809	.930	.800	.688	.000	.850	.864
Vehicles	1	53	81	0	135	1	55	1	0	57	144	216	12	0	372	262	125	165	0	552	1116
% Vehicles		96.4	98.8	0	97.8	50.0	96.5	100	0	95.0	94.7	99.5	92.3	0	97.4	99.2	97.7	93.8	0	97.2	97.2
Heavy Vehicles																					
% Heavy Vehicles	0	3.6	1.2	0	2.2	50.0	3.5	0	0	5.0	5.3	0.5	7.7	0	2.6	0.8	2.3	6.3	0	2.8	2.8

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - PM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 2

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					17:00					16:45					16:30				
+0 mins.	0	8	18	0	26	0	6	0	0	6	32	43	3	0	78	53	30	39	0	122
+15 mins.	0	13	<b>28</b>	0	<b>41</b>	1	18	0	0	19	<b>42</b>	<b>72</b>	<b>4</b>	0	<b>118</b>	67	<b>40</b>	48	0	155
+30 mins.	0	13	17	0	30	1	<b>23</b>	1	0	<b>25</b>	37	61	4	0	102	68	35	<b>64</b>	0	<b>167</b>
+45 mins.	<b>1</b>	<b>21</b>	19	0	41	0	12	0	0	12	41	41	2	0	84	<b>71</b>	23	36	0	130
Total Volume	1	55	82	0	138	2	59	1	0	62	152	217	13	0	382	259	128	187	0	574
% App. Total	0.7	39.9	59.4	0		3.2	95.2	1.6	0		39.8	56.8	3.4	0		45.1	22.3	32.6	0	
PHF	.250	.655	.732	.000	.841	.500	.641	.250	.000	.620	.905	.753	.813	.000	.809	.912	.800	.730	.000	.859
Vehicles	1	53	81	0	135	1	56	1	0	58	144	216	12	0	372	258	126	173	0	557
% Vehicles																				
Heavy Vehicles	0	2	1	0	3	1	3	0	0	4	8	1	1	0	10	1	2	14	0	17
% Heavy Vehicles	0	3.6	1.2	0	2.2	50	5.1	0	0	6.5	5.3	0.5	7.7	0	2.6	0.4	1.6	7.5	0	3

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - PM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	20	17	0	37	0	14	0	0	14	42	40	1	0	83	53	37	47	0	137	271
16:15	0	13	12	0	25	0	14	0	0	14	40	31	3	0	74	40	21	38	0	99	212
16:30	0	11	17	0	28	1	13	1	0	15	39	37	1	0	77	53	30	35	0	118	238
16:45	0	8	18	0	26	0	10	0	0	10	30	42	2	0	74	67	38	42	0	147	257
<b>Total</b>	0	52	64	0	116	1	51	1	0	53	151	150	7	0	308	213	126	162	0	501	978
17:00	0	12	28	0	40	0	5	0	0	5	40	72	4	0	116	67	35	61	0	163	324
17:15	0	13	16	0	29	0	17	0	0	17	36	61	4	0	101	71	23	35	0	129	276
17:30	1	20	19	0	40	1	23	1	0	25	38	41	2	0	81	57	29	27	0	113	259
17:45	0	8	15	0	23	0	11	0	0	11	28	30	1	0	59	44	28	34	0	106	199
<b>Total</b>	1	53	78	0	132	1	56	1	0	58	142	204	11	0	357	239	115	157	0	511	1058
Grand Total	1	105	142	0	248	2	107	2	0	111	293	354	18	0	665	452	241	319	0	1012	2036
Apprch %	0.4	42.3	57.3	0		1.8	96.4	1.8	0		44.1	53.2	2.7	0		44.7	23.8	31.5	0		
Total %	0	5.2	7	0	12.2	0.1	5.3	0.1	0	5.5	14.4	17.4	0.9	0	32.7	22.2	11.8	15.7	0	49.7	

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	8	18	0	26	0	10	0	0	10	30	42	2	0	74	67	<b>38</b>	42	0	147	257
17:00	0	12	<b>28</b>	0	<b>40</b>	0	5	0	0	5	<b>40</b>	<b>72</b>	<b>4</b>	0	<b>116</b>	67	35	<b>61</b>	0	<b>163</b>	<b>324</b>
17:15	0	13	16	0	29	0	17	0	0	17	36	61	4	0	101	71	23	35	0	129	276
17:30	1	<b>20</b>	19	0	40	1	<b>23</b>	1	0	<b>25</b>	38	41	2	0	81	57	29	27	0	113	259
Total Volume	1	53	81	0	135	1	55	1	0	57	144	216	12	0	372	262	125	165	0	552	1116
% App. Total	0.7	39.3	60	0		1.8	96.5	1.8	0		38.7	58.1	3.2	0		47.5	22.6	29.9	0		
PHF	.250	.663	.723	.000	.844	.250	.598	.250	.000	.570	.900	.750	.750	.000	.802	.923	.822	.676	.000	.847	.861

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					17:00					16:45					16:30				
+0 mins.	0	8	18	0	26	0	5	0	0	5	30	42	2	0	74	53	30	35	0	118
+15 mins.	0	12	<b>28</b>	0	<b>40</b>	0	5	0	0	5	<b>40</b>	<b>72</b>	<b>4</b>	0	<b>116</b>	67	<b>38</b>	<b>61</b>	0	<b>163</b>
+30 mins.	0	13	16	0	29	1	<b>23</b>	1	0	<b>25</b>	36	61	4	0	101	67	35	<b>61</b>	0	<b>163</b>
+45 mins.	1	<b>20</b>	19	0	40	0	11	0	0	11	38	41	2	0	81	71	23	35	0	129
Total Volume	1	53	81	0	135	1	56	1	0	58	144	216	12	0	372	258	126	173	0	557
% App. Total	0.7	39.3	60	0		1.7	96.6	1.7	0		38.7	58.1	3.2	0		46.5	22.6	31.5	0	
PHF	.25	.66	.72	.00	.844	.25	.60	.25	.00	.580	.90	.75	.75	.00	.802	.90	.82	.70	.00	.854
	0	3	3	0		0	9	0	0		0	0	0	0		8	9	9	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - PM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	3	1	0	4	0	0	0	0	0	1	1	0	0	2	0	1	3	0	4	4
16:15	1	0	0	0	1	0	1	0	0	1	2	0	1	0	3	0	0	6	0	6	11
16:30	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	0	4	0	4	8
16:45	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	0	2	6	0	8	12
<b>Total</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>22</b>	<b>41</b>
17:00	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	1	0	3	0	4	8
17:15	0	0	1	0	1	1	1	0	0	2	1	0	0	0	1	0	0	1	0	1	5
17:30	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	1	1	1	0	3	7
17:45	0	0	0	0	0	0	1	0	0	1	3	2	0	0	5	0	0	6	0	6	12
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>14</b>	<b>32</b>
<b>Grand Total</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>4</b>	<b>30</b>	<b>0</b>	<b>36</b>	<b>73</b>
Apprch %	12.5	62.5	25	0		20	80	0	0		62.5	25	12.5	0		5.6	11.1	83.3	0		
Total %	1.4	6.8	2.7	0	11	1.4	5.5	0	0	6.8	20.5	8.2	4.1	0	32.9	2.7	5.5	41.1	0	49.3	

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
<b>Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 16:00</b>																					
16:00	0	3	1	0	4	0	0	0	0	0	1	1	0	0	2	0	1	3	0	4	10
16:15	1	0	0	0	1	0	1	0	0	1	2	0	1	0	3	0	0	6	0	6	11
16:30	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	0	4	0	4	8
16:45	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	0	2	6	0	8	12
Total Volume	1	3	1	0	5	0	1	0	0	1	6	4	3	0	13	0	3	19	0	22	41
% App. Total	20	60	20	0		0	100	0	0		46.2	30.8	23.1	0		0	13.6	86.4	0		
PHF	.250	.250	.250	.000	.313	.000	.250	.000	.000	.250	.750	.500	.750	.000	.813	.000	.375	.792	.000	.688	.854

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	16:00					17:00					16:00					16:00				
<b>+0 mins.</b>	0	3	1	0	4	1	1	0	0	2	2	0	1	0	3	0	0	6	0	6
<b>+15 mins.</b>	1	0	0	0	1	1	1	0	0	2	1	2	1	0	4	0	0	4	0	4
<b>+30 mins.</b>	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	0	2	6	0	8
<b>+45 mins.</b>	0	0	0	0	0	0	1	0	0	1	2	1	1	0	4	0	2	6	0	8
Total Volume	1	3	1	0	5	1	3	0	0	4	6	4	3	0	13	0	3	19	0	22
% App. Total	20	60	20	0		25	75	0	0		46.2	30.8	23.1	0		0	13.6	86.4	0	
PHF	.25	.25	.25	.00	.313	.25	.75	.00	.00	.500	.75	.50	.75	.00	.813	.00	.37	.79	.00	.688
	0	0	0	0		0	0	0	0		0	0	0	0		0	5	2	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - PM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Apprch % Total %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - AM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	97	4	0	101	0	0	0	0	0	13	21	0	0	34	2	0	3	0	5	140
07:15	0	119	13	0	132	0	0	0	0	0	26	25	0	0	51	0	0	4	0	4	187
07:30	0	105	5	0	110	0	0	0	0	0	20	25	0	0	45	1	0	12	0	13	168
07:45	0	104	8	0	112	0	0	0	0	0	23	34	0	0	57	1	0	6	0	7	176
<b>Total</b>	0	425	30	0	455	0	0	0	0	0	82	105	0	0	187	4	0	25	0	29	671
08:00	0	81	3	0	84	1	0	0	0	1	23	31	0	0	54	1	0	4	0	5	144
08:15	0	51	3	0	54	0	0	0	0	0	13	21	0	0	34	6	0	9	0	15	103
08:30	0	62	4	0	66	0	0	0	0	0	12	27	0	0	39	3	0	9	0	12	117
08:45	0	52	5	0	57	0	0	0	0	0	14	21	0	0	35	3	0	6	1	10	102
<b>Total</b>	0	246	15	0	261	1	0	0	0	1	62	100	0	0	162	13	0	28	1	42	466
Grand Total	0	671	45	0	716	1	0	0	0	1	144	205	0	0	349	17	0	53	1	71	1137
Apprch %	0	93.7	6.3	0		100	0	0	0		41.3	58.7	0	0		23.9	0	74.6	1.4		
Total %	0	59	4	0	63	0.1	0	0	0	0.1	12.7	18	0	0	30.7	1.5	0	4.7	0.1	6.2	
Vehicles	0	666	44	0	710	1	0	0	0	1	143	201	0	0	344	16	0	53	1	70	1125
% Vehicles																					
Heavy Vehicles	0	5	1	0	6	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	12
% Heavy Vehicles	0	0.7	2.2	0	0.8	0	0	0	0	0	0.7	2	0	0	1.4	5.9	0	0	0	1.4	1.1

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	119	13	0	132	0	0	0	0	0	26	25	0	0	51	0	0	4	0	4	187
07:30	0	105	5	0	110	0	0	0	0	0	20	25	0	0	45	1	0	12	0	13	168
07:45	0	104	8	0	112	0	0	0	0	0	23	34	0	0	57	1	0	6	0	7	176
08:00	0	81	3	0	84	1	0	0	0	1	23	31	0	0	54	1	0	4	0	5	144
Total Volume	0	409	29	0	438	1	0	0	0	1	92	115	0	0	207	3	0	26	0	29	675
% App. Total	0	93.4	6.6	0		100	0	0	0		44.4	55.6	0	0		10.3	0	89.7	0		
PHF	.000	.859	.558	.000	.830	.250	.000	.000	.000	.250	.885	.846	.000	.000	.908	.750	.000	.542	.000	.558	.902
Vehicles	0	404	28	0	432	1	0	0	0	1	92	112	0	0	204	3	0	26	0	29	666
% Vehicles		98.8	96.6	0	98.6	100	0	0	0	100	100	97.4	0	0	98.6	100	0	100	0	100	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	1.2	3.4	0	1.4	0	0	0	0	0	0	2.6	0	0	1.4	0	0	0	0	0	1.3

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - PM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	43	1	0	44	0	0	0	0	0	9	62	0	0	71	9	0	25	0	34	149
16:15	0	36	1	0	37	0	0	0	0	0	8	79	0	0	87	6	0	19	0	25	149
16:30	0	42	4	0	46	0	0	0	0	0	9	88	0	0	97	2	0	26	0	28	171
16:45	0	36	0	0	36	0	0	0	0	0	8	107	0	0	115	9	0	25	0	34	185
<b>Total</b>	0	157	6	0	163	0	0	0	0	0	34	336	0	0	370	26	0	95	0	121	654
17:00	0	42	5	0	47	0	0	2	0	2	7	114	1	0	122	10	2	28	0	40	211
17:15	0	62	6	0	68	0	0	0	0	0	12	131	0	0	143	4	0	18	0	22	233
17:30	0	62	3	1	66	0	0	0	0	0	14	119	0	0	133	3	0	19	0	22	221
17:45	0	37	2	0	39	0	0	0	0	0	9	89	0	0	98	6	0	22	0	28	165
<b>Total</b>	0	203	16	1	220	0	0	2	0	2	42	453	1	0	496	23	2	87	0	112	830
Grand Total	0	360	22	1	383	0	0	2	0	2	76	789	1	0	866	49	2	182	0	233	1484
Apprch %	0	94	5.7	0.3		0	0	100	0		8.8	91.1	0.1	0		21	0.9	78.1	0		
Total %	0	24.3	1.5	0.1	25.8	0	0	0.1	0	0.1	5.1	53.2	0.1	0	58.4	3.3	0.1	12.3	0	15.7	
Vehicles	0	356	22	1	379	0	0	2	0	2	74	784	1	0	859	47	2	180	0	229	1469
% Vehicles																					
Heavy Vehicles	0	4	0	0	4	0	0	0	0	0	2	5	0	0	7	2	0	2	0	4	15
% Heavy Vehicles	0	1.1	0	0	1	0	0	0	0	0	2.6	0.6	0	0	0.8	4.1	0	1.1	0	1.7	1

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	36	0	0	36	0	0	0	0	0	8	107	0	0	115	9	0	25	0	34	185
17:00	0	42	5	0	47	0	0	2	0	2	7	114	1	0	122	<b>10</b>	<b>2</b>	<b>28</b>	0	<b>40</b>	211
17:15	0	<b>62</b>	<b>6</b>	0	<b>68</b>	0	0	0	0	0	12	<b>131</b>	0	0	<b>143</b>	4	0	18	0	22	<b>233</b>
17:30	0	62	3	1	66	0	0	0	0	0	<b>14</b>	119	0	0	133	3	0	19	0	22	221
Total Volume	0	202	14	1	217	0	0	2	0	2	41	471	1	0	513	26	2	90	0	118	850
% App. Total	0	93.1	6.5	0.5		0	0	100	0		8	91.8	0.2	0		22	1.7	76.3	0		
PHF	.000	.815	.583	.250	.798	.000	.000	.250	.000	.250	.732	.899	.250	.000	.897	.650	.250	.804	.000	.738	.912
Vehicles	0	200	14	1	215	0	0	2	0	2	39	467	1	0	507	26	2	89	0	117	841
% Vehicles		99.0	100	100	99.1	0	0	100	0	100	95.1	99.2	100	0	98.8	100	100	98.9	0	99.2	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	1.0	0	0	0.9	0	0	0	0	0	4.9	0.8	0	0	1.2	0	0	1.1	0	0.8	1.1

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - PM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 2

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	17:00					16:15					16:45					16:15					
+0 mins.	0	42	5	0	47	0	0	0	0	0	8	107	0	0	115	6	0	19	0	25	
+15 mins.	0	<b>62</b>	<b>6</b>	0	<b>68</b>	0	0	0	0	0	7	114	1	0	122	2	0	26	0	28	
+30 mins.	0	62	3	1	66	0	0	0	0	0	12	<b>131</b>	0	0	<b>143</b>	9	0	25	0	34	
+45 mins.	0	37	2	0	39	0	0	<b>2</b>	0	<b>2</b>	<b>14</b>	119	0	0	133	<b>10</b>	<b>2</b>	<b>28</b>	0	<b>40</b>	
Total Volume	0	203	16	1	220	0	0	2	0	2	41	471	1	0	513	27	2	98	0	127	
% App. Total	0	92.3	7.3	0.5		0	0	100	0		8	91.8	0.2	0		21.3	1.6	77.2	0		
PHF	.000	.819	.667	.250	.809	.000	.000	.250	.000	.250	.732	.899	.250	.000	.897	.675	.250	.875	.000	.794	
Vehicles	0	202	16	1	219	0	0	2	0	2	39	467	1	0	507	26	2	96	0	124	
% Vehicles																					
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	2	4	0	0	6	1	0	2	0	3	
% Heavy Vehicles	0	0.5	0	0	0.5	0	0	0	0	0	4.9	0.8	0	0	1.2	3.7	0	2	0	2.4	



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - PM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	43	1	0	44	0	0	0	0	0	9	62	0	0	71	8	0	25	0	33	148
16:15	0	34	1	0	35	0	0	0	0	0	8	79	0	0	87	5	0	18	0	23	145
16:30	0	42	4	0	46	0	0	0	0	0	9	87	0	0	96	2	0	26	0	28	170
16:45	0	35	0	0	35	0	0	0	0	0	8	106	0	0	114	9	0	24	0	33	182
<b>Total</b>	0	154	6	0	160	0	0	0	0	0	34	334	0	0	368	24	0	93	0	117	645
17:00	0	42	5	0	47	0	0	2	0	2	6	112	1	0	119	10	2	28	0	40	208
17:15	0	61	6	0	67	0	0	0	0	0	11	130	0	0	141	4	0	18	0	22	230
17:30	0	62	3	1	66	0	0	0	0	0	14	119	0	0	133	3	0	19	0	22	221
17:45	0	37	2	0	39	0	0	0	0	0	9	89	0	0	98	6	0	22	0	28	165
<b>Total</b>	0	202	16	1	219	0	0	2	0	2	40	450	1	0	491	23	2	87	0	112	824
Grand Total	0	356	22	1	379	0	0	2	0	2	74	784	1	0	859	47	2	180	0	229	1469
Apprch %	0	93.9	5.8	0.3		0	0	100	0		8.6	91.3	0.1	0		20.5	0.9	78.6	0		
Total %	0	24.2	1.5	0.1	25.8	0	0	0.1	0	0.1	5	53.4	0.1	0	58.5	3.2	0.1	12.3	0	15.6	

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	35	0	0	35	0	0	0	0	0	8	106	0	0	114	9	0	24	0	33	182
17:00	0	42	5	0	47	0	0	2	0	2	6	112	1	0	119	10	2	28	0	40	208
17:15	0	61	6	0	67	0	0	0	0	0	11	130	0	0	141	4	0	18	0	22	230
17:30	0	62	3	1	66	0	0	0	0	0	14	119	0	0	133	3	0	19	0	22	221
Total Volume	0	200	14	1	215	0	0	2	0	2	39	467	1	0	507	26	2	89	0	117	841
% App. Total	0	93	6.5	0.5		0	0	100	0		7.7	92.1	0.2	0		22.2	1.7	76.1	0		
PHF	.000	.806	.583	.250	.802	.000	.000	.250	.000	.250	.696	.898	.250	.000	.899	.650	.250	.795	.000	.731	.914

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	17:00					16:15					16:45					16:15					
+0 mins.	0	42	5	0	47	0	0	0	0	0	8	106	0	0	114	5	0	18	0	23	
+15 mins.	0	61	6	0	67								1								
+30 mins.	0	62	3	1	66	0	0	0	0	0	11	130	0	0	141	9	0	24	0	33	
+45 mins.	0	37	2	0	39	0	0	2	0	2	14	119	0	0	133	10	2	28	0	40	
Total Volume	0	202	16	1	219	0	0	2	0	2	39	467	1	0	507	26	2	96	0	124	
% App. Total	0	92	7.3	0.5		0	0	100	0		7.7	92	0.2	0		21	1.6	77	4	0	
PHF	.00	.81	.66	.25	.817	.00	.00	.25	.00	.250	.69	.89	.25	.00	.899	.65	.25	.85	.00	.775	
	0	5	7	0		0	0	0	0		6	8	0	0		0	0	7	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - PM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2	4
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
16:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	3
<b>Total</b>	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	4	9
17:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
17:15	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	6
<b>Grand Total</b>	0	4	0	0	4	0	0	0	0	0	2	5	0	0	7	2	0	2	0	4	4	15
Apprch %	0	100	0	0		0	0	0	0		28.6	71.4	0	0		50	0	50	0			
Total %	0	26.7	0	0	26.7	0	0	0	0	0	13.3	33.3	0	0	46.7	13.3	0	13.3	0	26.7		

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 16:15																						
16:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4	4
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
16:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	3
17:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
Total Volume	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	1	0	2	0	3	3	11
% App. Total	0	100	0	0		0	0	0	0		20	80	0	0		33.3	0	66.7	0			
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.250	.500	.000	.000	.417	.250	.000	.500	.000	.375	.688	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00					16:30					16:00											
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1						
+15 mins.	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	2	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	1	1
Total Volume	0	3	0	0	3	0	0	0	0	0	2	5	0	0	7	2	0	2	0	4	4	4
% App. Total	0	100	0	0		0	0	0	0		28.6	71.4	0	0		50	0	50	0			
PHF	.00	.37	.00	.00	.375	.00	.00	.00	.00	.000	.50	.62	.00	.00	.583	.50	.00	.50	.00	.500	.500	
	0	5	0	0		0	0	0	0		0	5	0	0		0	0	0	0			

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - PM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total					
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total						
16:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	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	0
16:30	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	0
16:45	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	0
<b>Total</b>	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	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	0
17:15	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	0
17:30	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	0
17:45	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	0
<b>Total</b>	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	0
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total					
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total						
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 16:00																										
16:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	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	0
16:30	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	0
16:45	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	0
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00					16:00									
+0 mins.	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	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
+30 mins.	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
+45 mins.	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
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00	.00	.25	.00	.250	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - AM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 2

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					07:15					07:15					08:00					
+0 mins.	0	97	4	0	101	0	0	0	0	0	26	25	0	0	51	1	0	4	0	5	
+15 mins.	0	119	13	0	132	0	0	0	0	0	20	25	0	0	45	6	0	9	0	15	
+30 mins.	0	105	5	0	110	0	0	0	0	0	23	34	0	0	57	3	0	9	0	12	
+45 mins.	0	104	8	0	112	1	0	0	0	1	23	31	0	0	54	3	0	6	1	10	
Total Volume	0	425	30	0	455	1	0	0	0	1	92	115	0	0	207	13	0	28	1	42	
% App. Total	0	93.4	6.6	0		100	0	0	0		44.4	55.6	0	0		31	0	66.7	2.4		
PHF	.000	.893	.577	.000	.862	.250	.000	.000	.000	.250	.885	.846	.000	.000	.908	.542	.000	.778	.250	.700	
Vehicles	0	421	29	0	450	1	0	0	0	1	92	112	0	0	204	12	0	28	1	41	
% Vehicles																					
Heavy Vehicles	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	
% Heavy Vehicles	0	0.9	3.3	0	1.1	0	0	0	0	0	0	2.6	0	0	1.4	7.7	0	0	0	2.4	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - AM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	97	4	0	101	0	0	0	0	0	13	21	0	0	34	2	0	3	0	5	140
07:15	0	116	13	0	129	0	0	0	0	0	26	24	0	0	50	0	0	4	0	4	183
07:30	0	104	5	0	109	0	0	0	0	0	20	24	0	0	44	1	0	12	0	13	166
07:45	0	104	7	0	111	0	0	0	0	0	23	33	0	0	56	1	0	6	0	7	174
<b>Total</b>	0	421	29	0	450	0	0	0	0	0	82	102	0	0	184	4	0	25	0	29	663
08:00	0	80	3	0	83	1	0	0	0	1	23	31	0	0	54	1	0	4	0	5	143
08:15	0	51	3	0	54	0	0	0	0	0	12	21	0	0	33	6	0	9	0	15	102
08:30	0	62	4	0	66	0	0	0	0	0	12	26	0	0	38	2	0	9	0	11	115
08:45	0	52	5	0	57	0	0	0	0	0	14	21	0	0	35	3	0	6	1	10	102
<b>Total</b>	0	245	15	0	260	1	0	0	0	1	61	99	0	0	160	12	0	28	1	41	462
Grand Total	0	666	44	0	710	1	0	0	0	1	143	201	0	0	344	16	0	53	1	70	1125
Apprch %	0	93.8	6.2	0		100	0	0	0		41.6	58.4	0	0		22.9	0	75.7	1.4		
Total %	0	59.2	3.9	0	63.1	0.1	0	0	0	0.1	12.7	17.9	0	0	30.6	1.4	0	4.7	0.1	6.2	

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	<b>116</b>	<b>13</b>	0	<b>129</b>	0	0	0	0	0	<b>26</b>	24	0	0	50	0	0	4	0	4	<b>183</b>
07:30	0	104	5	0	109	0	0	0	0	0	20	24	0	0	44	1	0	12	0	13	166
07:45	0	104	7	0	111	0	0	0	0	0	23	<b>33</b>	0	0	<b>56</b>	1	0	6	0	7	174
08:00	0	80	3	0	83	<b>1</b>	0	0	0	<b>1</b>	23	31	0	0	54	1	0	4	0	5	143
Total Volume	0	404	28	0	432	1	0	0	0	1	92	112	0	0	204	3	0	26	0	29	666
% App. Total	0	93.5	6.5	0		100	0	0	0		45.1	54.9	0	0		10.3	0	89.7	0		
PHF	.000	.871	.538	.000	.837	.250	.000	.000	.000	.250	.885	.848	.000	.000	.911	.750	.000	.542	.000	.558	.910

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:15					07:15					08:00					
+0 mins.	0	97	4	0	101	0	0	0	0	0	<b>26</b>										
+15 mins.	0	<b>116</b>	<b>13</b>	0	<b>129</b>	0	0	0	0	0	20	24	0	0	44	<b>6</b>	0	<b>9</b>	0	<b>15</b>	
+30 mins.	0	104	5	0	109	0	0	0	0	0	23	<b>33</b>	0	0	<b>56</b>	2	0	9	0	11	
+45 mins.	0	104	7	0	111	<b>1</b>	0	0	0	<b>1</b>	23	31	0	0	54	3	0	6	<b>1</b>	10	
Total Volume	0	421	29	0	450	1	0	0	0	1	92	112	0	0	204	12	0	28	1	41	
% App. Total	0	93.	6	6.4	0	100	0	0	0		45.	54.	0	0		29.	0	68.	3	2.4	
PHF	.00	.90	.55	.00	.872	.25	.00	.00	.00	.250	.88	.84	.00	.00	.911	.50	.00	.77	.25	.683	
	0	7	8	0		0	0	0	0		5	8	0	0		0	0	8	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - AM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:45	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
08:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	1
<b>Grand Total</b>	0	5	1	0	6	0	0	0	0	0	1	4	0	0	5	1	0	0	0	0	1
<b>Apprch %</b>	0	83.3	16.7	0		0	0	0	0		20	80	0	0		100	0	0	0		
<b>Total %</b>	0	41.7	8.3	0	50	0	0	0	0	0	8.3	33.3	0	0	41.7	8.3	0	0	0	8.3	

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
<b>Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 07:15</b>																					
07:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:45	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
<b>% App. Total</b>	0	83.3	16.7	0		0	0	0	0		0	100	0	0		0	0	0	0		
<b>PHF</b>	.000	.417	.250	.000	.500	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.563

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	07:15					07:00					07:00					07:45					
<b>+0 mins.</b>	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>+15 mins.</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>+30 mins.</b>	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>+45 mins.</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1
<b>Total Volume</b>	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	1
<b>% App. Total</b>	0	83.3	16.7	0		0	0	0	0		0	100	0	0		100	0	0	0		
<b>PHF</b>	.00	.41	.25	.00	.500	.00	.00	.00	.00	.000	.00	.75	.00	.00	.750	.25	.00	.00	.00	.250	
	0	7	0	0		0	0	0	0		0	0	0	0		0	0	0	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - AM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Apprch % Total %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00																						
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00									
+0 mins.	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
+15 mins.	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
+30 mins.	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
+45 mins.	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
<b>Total Volume</b>	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
<b>% App. Total</b>	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
<b>PHF</b>	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - AM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	48	44	0	92	6	427	17	0	450	35	51	0	0	86	0	0	0	0	0	628
07:15	0	48	53	0	101	5	464	20	0	489	41	70	0	0	111	0	0	0	0	0	701
07:30	0	44	60	0	104	19	453	15	0	487	40	80	0	0	120	0	0	0	0	0	711
07:45	0	51	52	0	103	13	419	14	0	446	31	74	0	0	105	0	0	0	0	0	654
<b>Total</b>	0	191	209	0	400	43	1763	66	0	1872	147	275	0	0	422	0	0	0	0	0	2694
08:00	0	60	33	0	93	14	380	21	0	415	34	64	0	0	98	0	0	0	0	0	606
08:15	0	43	36	0	79	10	396	22	0	428	23	53	0	0	76	0	0	0	0	0	583
08:30	0	43	38	0	81	13	395	14	0	422	25	57	0	0	82	0	0	0	0	0	585
08:45	0	41	30	0	71	12	316	24	0	352	24	55	0	0	79	0	0	0	0	0	502
<b>Total</b>	0	187	137	0	324	49	1487	81	0	1617	106	229	0	0	335	0	0	0	0	0	2276
Grand Total	0	378	346	0	724	92	3250	147	0	3489	253	504	0	0	757	0	0	0	0	0	4970
Apprch %	0	52.2	47.8	0		2.6	93.1	4.2	0		33.4	66.6	0	0		0	0	0	0		
Total %	0	7.6	7	0	14.6	1.9	65.4	3	0	70.2	5.1	10.1	0	0	15.2	0	0	0	0	0	
Vehicles	0	335	312	0	647	88	3176														
% Vehicles	0	88.6	90.2	0	89.4	95.7	97.7	78.2	0	96.8	96.4	94.4	0	0	95.1	0	0	0	0	0	95.5
Heavy Vehicles																					
% Heavy Vehicles	0	11.4	9.8	0	10.6	4.3	2.3	21.8	0	3.2	3.6	5.6	0	0	4.9	0	0	0	0	0	4.5

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	48	44	0	92	6	427	17	0	450	35	51	0	0	86	0	0	0	0	0	628
07:15	0	48	53	0	101	5	<b>464</b>	<b>20</b>	0	<b>489</b>	<b>41</b>	70	0	0	111	0	0	0	0	0	701
07:30	0	44	<b>60</b>	0	<b>104</b>	<b>19</b>	453	15	0	487	40	<b>80</b>	0	0	<b>120</b>	0	0	0	0	0	<b>711</b>
07:45	0	<b>51</b>	52	0	103	13	419	14	0	446	31	74	0	0	105	0	0	0	0	0	654
Total Volume	0	191	209	0	400	43	1763	66	0	1872	147	275	0	0	422	0	0	0	0	0	2694
% App. Total	0	47.8	52.2	0		2.3	94.2	3.5	0		34.8	65.2	0	0		0	0	0	0		
PHF	.000	.936	.871	.000	.962	.566	.950	.825	.000	.957	.896	.859	.000	.000	.879	.000	.000	.000	.000	.000	.947
Vehicles	0	171	193	0	364	41	1731														
% Vehicles	0	89.5	92.3	0	91.0	95.3	98.2	81.8	0	97.5	96.6	94.5	0	0	95.3	0	0	0	0	0	96.2
Heavy Vehicles																					
% Heavy Vehicles	0	10.5	7.7	0	9.0	4.7	1.8	18.2	0	2.5	3.4	5.5	0	0	4.7	0	0	0	0	0	3.8



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - AM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 2

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:00					07:15					07:00				
+0 mins.	0	48	53	0	101	6	427	17	0	450	41	70	0	0	111	0	0	0	0	0
+15 mins.	0	44	<b>60</b>	0	<b>104</b>	5	<b>464</b>	<b>20</b>	0	<b>489</b>	40	<b>80</b>	0	0	<b>120</b>	0	0	0	0	0
+30 mins.	0	51	52	0	103	<b>19</b>	453	15	0	487	31	74	0	0	105	0	0	0	0	0
+45 mins.	0	<b>60</b>	33	0	93	13	419	14	0	446	34	64	0	0	98	0	0	0	0	0
Total Volume	0	203	198	0	401	43	1763	66	0	1872	146	288	0	0	434	0	0	0	0	0
% App. Total	0	50.6	49.4	0		2.3	94.2	3.5	0		33.6	66.4	0	0		0	0	0	0	
PHF	.000	.846	.825	.000	.964	.566	.950	.825	.000	.957	.890	.900	.000	.000	.904	.000	.000	.000	.000	.000
Vehicles	0	190	178	0	368	41	173 1	54	0	1826	140	269	0	0	409	0	0	0	0	0
% Vehicles																				
Heavy Vehicles	0	13	20	0	33	2	32	12	0	46	6	19	0	0	25	0	0	0	0	0
% Heavy Vehicles	0	6.4	10. 1	0	8.2	4.7	1.8	18. 2	0	2.5	4.1	6.6	0	0	5.8	0	0	0	0	0

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - AM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	40	43	0	83	6	422	14	0	442	33	49	0	0	82	0	0	0	0	0	607
07:15	0	44	47	0	91	5	452	17	0	474	40	68	0	0	108	0	0	0	0	0	673
07:30	0	41	53	0	94	19	444	12	0	475	39	72	0	0	111	0	0	0	0	0	680
07:45	0	46	50	0	96	11	413	11	0	435	30	71	0	0	101	0	0	0	0	0	632
<b>Total</b>	0	171	193	0	364	41	1731	54	0	1826	142	260	0	0	402	0	0	0	0	0	2592
08:00	0	59	28	0	87	14	370	16	0	400	31	58	0	0	89	0	0	0	0	0	576
08:15	0	33	32	0	65	10	389	17	0	416	23	49	0	0	72	0	0	0	0	0	553
08:30	0	36	34	0	70	12	384	10	0	406	25	55	0	0	80	0	0	0	0	0	556
08:45	0	36	25	0	61	11	302	18	0	331	23	54	0	0	77	0	0	0	0	0	469
<b>Total</b>	0	164	119	0	283	47	1445	61	0	1553	102	216	0	0	318	0	0	0	0	0	2154
Grand Total	0	335	312	0	647	88	3176	115	0	3379	244	476	0	0	720	0	0	0	0	0	4746
Apprch %	0	51.8	48.2	0		2.6	94	3.4	0		33.9	66.1	0	0		0	0	0	0		
Total %	0	7.1	6.6	0	13.6	1.9	66.9	2.4	0	71.2	5.1	10	0	0	15.2	0	0	0	0	0	

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	40	43	0	83	6	422	14	0	442	33	49	0	0	82	0	0	0	0	0	607
07:15	0	44	47	0	91	5	452	17	0	474	40	68	0	0	108	0	0	0	0	0	673
07:30	0	41	53	0	94	19	444	12	0	475	39	72	0	0	111	0	0	0	0	0	680
07:45	0	46	50	0	96	11	413	11	0	435	30	71	0	0	101	0	0	0	0	0	632
Total Volume	0	171	193	0	364	41	1731	54	0	1826	142	260	0	0	402	0	0	0	0	0	2592
% App. Total	0	47	53	0		2.2	94.8	3	0		35.3	64.7	0	0		0	0	0	0		
PHF	.000	.929	.910	.000	.948	.539	.957	.794	.000	.961	.888	.903	.000	.000	.905	.000	.000	.000	.000	.000	.953

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15					07:00					07:15					07:00					
+0 mins.	0	44	47	0	91	6	422	14	0	442	40	68	0	0	108	0	0	0	0	0	0
+15 mins.	0	41	53	0	94	5	452	17	0	474	39	72	0	0	111	0	0	0	0	0	0
+30 mins.	0	46	50	0	96	19	444	12	0	475	30	71	0	0	101	0	0	0	0	0	0
+45 mins.	0	59	28	0	87	11	413	11	0	435	31	58	0	0	89	0	0	0	0	0	0
Total Volume	0	190	178	0	368	41	1731	54	0	1826	140	269	0	0	409	0	0	0	0	0	0
% App. Total	0	51.	48.	0		2.2	94.	3	0		34.	65.	0	0		0	0	0	0		
PHF	.00	.80	.84	.00	.958	.53	.95	.79	.00	.961	.87	.93	.00	.00	.921	.00	.00	.00	.00	.000	
	0	5	0	0		9	7	4	0		5	4	0	0		0	0	0	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - AM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	8	1	0	9	0	5	3	0	8	2	2	0	0	4	0	0	0	0	0	21
07:15	0	4	6	0	10	0	12	3	0	15	1	2	0	0	3	0	0	0	0	0	28
07:30	0	3	7	0	10	0	9	3	0	12	1	8	0	0	9	0	0	0	0	0	31
07:45	0	5	2	0	7	2	6	3	0	11	1	3	0	0	4	0	0	0	0	0	22
<b>Total</b>	0	20	16	0	36	2	32	12	0	46	5	15	0	0	20	0	0	0	0	0	102
08:00	0	1	5	0	6	0	10	5	0	15	3	6	0	0	9	0	0	0	0	0	30
08:15	0	10	4	0	14	0	7	5	0	12	0	4	0	0	4	0	0	0	0	0	30
08:30	0	7	4	0	11	1	11	4	0	16	0	2	0	0	2	0	0	0	0	0	29
08:45	0	5	5	0	10	1	14	6	0	21	1	1	0	0	2	0	0	0	0	0	33
<b>Total</b>	0	23	18	0	41	2	42	20	0	64	4	13	0	0	17	0	0	0	0	0	122
Grand Total	0	43	34	0	77	4	74	32	0	110	9	28	0	0	37	0	0	0	0	0	224
Apprch %	0	55.8	44.2	0		3.6	67.3	29.1	0		24.3	75.7	0	0		0	0	0	0	0	
Total %	0	19.2	15.2	0	34.4	1.8	33	14.3	0	49.1	4	12.5	0	0	16.5	0	0	0	0	0	

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	1	5	0	6	0	10	5	0	15	3	6	0	0	9	0	0	0	0	0	30
08:15	0	10	4	0	14	0	7	5	0	12	0	4	0	0	4	0	0	0	0	0	30
08:30	0	7	4	0	11	1	11	4	0	16	0	2	0	0	2	0	0	0	0	0	29
08:45	0	5	5	0	10	1	14	6	0	21	1	1	0	0	2	0	0	0	0	0	33
Total Volume	0	23	18	0	41	2	42	20	0	64	4	13	0	0	17	0	0	0	0	0	122
% App. Total	0	56.1	43.9	0		3.1	65.6	31.2	0		23.5	76.5	0	0		0	0	0	0	0	
PHF	.000	.575	.900	.000	.732	.500	.750	.833	.000	.762	.333	.542	.000	.000	.472	.000	.000	.000	.000	.000	.924

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00					08:00					07:30					07:00					
<b>+0 mins.</b>	0	1	5			0	7	5	0	12	1	3	0	0	4	0	0	0	0	0	0
+15 mins.	0	10	4	0	14	1	11	4	0	16	3	6	0	0	9	0	0	0	0	0	0
+30 mins.	0	7	4	0	11	1	11	4	0	16	0	2	0	0	2	0	0	0	0	0	0
+45 mins.	0	5	5	0	10	1	14	6	0	21	0	4	0	0	4	0	0	0	0	0	0
Total Volume	0	23	18	0	41	2	42	20	0	64	5	21	0	0	26	0	0	0	0	0	0
% App. Total	0	56.	43.	0		3.1	65.	31.	0		19.	80.	0	0		0	0	0	0	0	
		1	9				6	2			2	8									
PHF	.00	.57	.90	.00	.732	.50	.75	.83	.00	.762	.41	.65	.00	.00	.722	.00	.00	.00	.00	.00	.000
	0	5	0	0		0	0	3	0		7	6	0	0		0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - AM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:45					07:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.25	.00	.00	.00	.250	.00	.00	.00	.00	.000	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - PM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	76	29	0	105	11	197	12	0	220	30	51	0	0	81	0	0	0	0	0	406
16:15	0	80	16	0	96	8	168	23	0	199	28	69	0	0	97	0	0	0	0	0	392
16:30	0	107	28	0	135	16	185	10	0	211	23	60	0	0	83	0	0	0	0	0	429
16:45	0	71	21	0	92	12	180	23	0	215	29	73	0	0	102	0	0	0	0	0	409
<b>Total</b>	0	334	94	0	428	47	730	68	0	845	110	253	0	0	363	0	0	0	0	0	1636
17:00	0	126	38	0	164	18	205	11	0	234	34	67	0	0	101	0	0	0	0	0	499
17:15	0	81	31	0	112	18	224	13	0	255	25	61	0	0	86	0	0	0	0	0	453
17:30	0	105	23	0	128	14	197	12	0	223	19	53	0	0	72	0	0	0	0	0	423
17:45	0	68	19	0	87	17	227	24	0	268	32	63	0	0	95	0	0	0	0	0	450
<b>Total</b>	0	380	111	0	491	67	853	60	0	980	110	244	0	0	354	0	0	0	0	0	1825
Grand Total	0	714	205	0	919	114	1583	128	0	1825	220	497	0	0	717	0	0	0	0	0	3461
Apprch %	0	77.7	22.3	0		6.2	86.7	7	0		30.7	69.3	0	0		0	0	0	0		
Total %	0	20.6	5.9	0	26.6	3.3	45.7	3.7	0	52.7	6.4	14.4	0	0	20.7	0	0	0	0	0	
Vehicles	0	675	195	0	870	109	1536														
% Vehicles	0	94.5	95.1	0	94.7	95.6	97	69.5	0	95	96.8	93	0	0	94.1	0	0	0	0	0	94.7
Heavy Vehicles																					
% Heavy Vehicles	0	5.5	4.9	0	5.3	4.4	3	30.5	0	5	3.2	7	0	0	5.9	0	0	0	0	0	5.3

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	<b>126</b>	<b>38</b>	0	<b>164</b>	<b>18</b>	205	11	0	234	<b>34</b>	<b>67</b>	0	0	<b>101</b>	0	0	0	0	0	<b>499</b>
17:15	0	81	31	0	112	18	224	13	0	255	25	61	0	0	86	0	0	0	0	0	453
17:30	0	105	23	0	128	14	197	12	0	223	19	53	0	0	72	0	0	0	0	0	423
17:45	0	68	19	0	87	17	<b>227</b>	<b>24</b>	0	<b>268</b>	32	63	0	0	95	0	0	0	0	0	450
Total Volume	0	380	111	0	491	67	853	60	0	980	110	244	0	0	354	0	0	0	0	0	1825
% App. Total	0	77.4	22.6	0		6.8	87	6.1	0		31.1	68.9	0	0		0	0	0	0		
PHF	.000	.754	.730	.000	.748	.931	.939	.625	.000	.914	.809	.910	.000	.000	.876	.000	.000	.000	.000	.000	.914
Vehicles	0	361	105	0	466	65	834	40	0	939	107	226	0	0	333	0	0	0	0	0	1738
% Vehicles		95.0	94.6	0	94.9	97.0	97.8	66.7	0	95.8	97.3	92.6	0	0	94.1	0	0	0	0	0	95.2
Heavy Vehicles																					
% Heavy Vehicles	0	5.0	5.4	0	5.1	3.0	2.2	33.3	0	4.2	2.7	7.4	0	0	5.9	0	0	0	0	0	4.8

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - PM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 2

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					17:00					16:15					16:00				
+0 mins.	0	107	28	0	135	<b>18</b>	205	11	0	234	28	69	0	0	97	0	0	0	0	0
+15 mins.	0	71	21	0	92	18	224	13	0	255	23	60	0	0	83	0	0	0	0	0
+30 mins.	0	<b>126</b>	<b>38</b>	0	<b>164</b>	14	197	12	0	223	29	<b>73</b>	0	0	<b>102</b>	0	0	0	0	0
+45 mins.	0	81	31	0	112	17	<b>227</b>	<b>24</b>	0	<b>268</b>	<b>34</b>	67	0	0	101	0	0	0	0	0
Total Volume	0	385	118	0	503	67	853	60	0	980	114	269	0	0	383	0	0	0	0	0
% App. Total	0	76.5	23.5	0		6.8	87	6.1	0		29.8	70.2	0	0		0	0	0	0	
PHF	.000	.764	.776	.000	.767	.931	.939	.625	.000	.914	.838	.921	.000	.000	.939	.000	.000	.000	.000	.000
Vehicles	0	368	110	0	478	65	834	40	0	939	108	250	0	0	358	0	0	0	0	0
% Vehicles																				
Heavy Vehicles	0	17	8	0	25	2	19	20	0	41	6	19	0	0	25	0	0	0	0	0
% Heavy Vehicles	0	4.4	6.8	0	5	3	2.2	<b>33.</b> 3	0	4.2	5.3	7.1	0	0	6.5	0	0	0	0	0

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - PM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	70	28	0	98	10	189	9	0	208	30	47	0	0	77	0	0	0	0	0	383
16:15	0	71	16	0	87	7	160	15	0	182	27	65	0	0	92	0	0	0	0	0	361
16:30	0	105	25	0	130	15	180	8	0	203	23	56	0	0	79	0	0	0	0	0	412
16:45	0	68	21	0	89	12	173	17	0	202	26	68	0	0	94	0	0	0	0	0	385
<b>Total</b>	0	314	90	0	404	44	702	49	0	795	106	236	0	0	342	0	0	0	0	0	1541
17:00	0	123	37	0	160	17	201	6	0	224	32	61	0	0	93	0	0	0	0	0	477
17:15	0	72	27	0	99	18	222	9	0	249	24	54	0	0	78	0	0	0	0	0	426
17:30	0	101	22	0	123	14	191	8	0	213	19	53	0	0	72	0	0	0	0	0	408
17:45	0	65	19	0	84	16	220	17	0	253	32	58	0	0	90	0	0	0	0	0	427
<b>Total</b>	0	361	105	0	466	65	834	40	0	939	107	226	0	0	333	0	0	0	0	0	1738
Grand Total	0	675	195	0	870	109	1536	89	0	1734	213	462	0	0	675	0	0	0	0	0	3279
Apprch %	0	77.6	22.4	0		6.3	88.6	5.1	0		31.6	68.4	0	0		0	0	0	0	0	
Total %	0	20.6	5.9	0	26.5	3.3	46.8	2.7	0	52.9	6.5	14.1	0	0	20.6	0	0	0	0	0	

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	<b>123</b>	<b>37</b>	0	<b>160</b>	17	201	6	0	224	<b>32</b>	<b>61</b>	0	0	<b>93</b>	0	0	0	0	0	<b>477</b>
17:15	0	72	27	0	99	<b>18</b>	<b>222</b>	9	0	249	24	54	0	0	78	0	0	0	0	0	426
17:30	0	101	22	0	123	14	191	8	0	213	19	53	0	0	72	0	0	0	0	0	408
17:45	0	65	19	0	84	16	220	<b>17</b>	0	<b>253</b>	32	58	0	0	90	0	0	0	0	0	427
Total Volume	0	361	105	0	466	65	834	40	0	939	107	226	0	0	333	0	0	0	0	0	1738
% App. Total	0	77.5	22.5	0		6.9	88.8	4.3	0		32.1	67.9	0	0		0	0	0	0	0	
PHF	.000	.734	.709	.000	.728	.903	.939	.588	.000	.928	.836	.926	.000	.000	.895	.000	.000	.000	.000	.000	.911

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					17:00					16:15					16:00					
+0 mins.	0	105	25	0	130	17	201	6	0	224	27	65	0	0	92	0	0	0	0	0	0
+15 mins.	0	68	21	0	89	<b>18</b>	<b>222</b>	9	0	249	24	54	0	0	78	0	0	0	0	0	0
+30 mins.	0	<b>123</b>	<b>37</b>	0	<b>160</b>	14	191	8	0	213	26	<b>68</b>	0	0	<b>94</b>	0	0	0	0	0	0
+45 mins.	0	72	27	0	99	16	220	<b>17</b>	0	<b>253</b>	<b>32</b>	61	0	0	93	0	0	0	0	0	0
Total Volume	0	368	110	0	478	65	834	40	0	939	108	250	0	0	358	0	0	0	0	0	0
% App. Total	0	77	23	0		6.9	88.8	4.3	0		30.2	69.8	0	0		0	0	0	0	0	0
PHF	.00	.74	.74	.00	.747	.90	.93	.58	.00	.928	.84	.91	.00	.00	.952	.00	.00	.00	.00	.00	.000
	0	8	3	0		3	9	8	0		4	9	0	0		0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - PM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	6	1	0	7	1	8	3	0	12	0	4	0	0	4	0	0	0	0	0	23
16:15	0	9	0	0	9	1	8	8	0	17	1	4	0	0	5	0	0	0	0	0	31
16:30	0	2	3	0	5	1	5	2	0	8	0	4	0	0	4	0	0	0	0	0	17
16:45	0	3	0	0	3	0	7	6	0	13	3	5	0	0	8	0	0	0	0	0	24
<b>Total</b>	0	20	4	0	24	3	28	19	0	50	4	17	0	0	21	0	0	0	0	0	95
17:00	0	3	1	0	4	1	4	5	0	10	2	6	0	0	8	0	0	0	0	0	22
17:15	0	9	4	0	13	0	2	4	0	6	1	7	0	0	8	0	0	0	0	0	27
17:30	0	4	1	0	5	0	6	4	0	10	0	0	0	0	0	0	0	0	0	0	15
17:45	0	3	0	0	3	1	7	7	0	15	0	5	0	0	5	0	0	0	0	0	23
<b>Total</b>	0	19	6	0	25	2	19	20	0	41	3	18	0	0	21	0	0	0	0	0	87
Grand Total	0	39	10	0	49	5	47	39	0	91	7	35	0	0	42	0	0	0	0	0	182
Apprch %	0	79.6	20.4	0		5.5	51.6	42.9	0		16.7	83.3	0	0		0	0	0	0		
Total %	0	21.4	5.5	0	26.9	2.7	25.8	21.4	0	50	3.8	19.2	0	0	23.1	0	0	0	0	0	

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	6	1	0	7	1	8	3	0	12	0	4	0	0	4	0	0	0	0	0	23
16:15	0	9	0	0	9	1	8	8	0	17	1	4	0	0	5	0	0	0	0	0	31
16:30	0	2	3	0	5	1	5	2	0	8	0	4	0	0	4	0	0	0	0	0	17
16:45	0	3	0	0	3	0	7	6	0	13	3	5	0	0	8	0	0	0	0	0	24
Total Volume	0	20	4	0	24	3	28	19	0	50	4	17	0	0	21	0	0	0	0	0	95
% App. Total	0	83.3	16.7	0		6	56	38	0		19	81	0	0		0	0	0	0		
PHF	.000	.556	.333	.000	.667	.750	.875	.594	.000	.735	.333	.850	.000	.000	.656	.000	.000	.000	.000	.000	.766

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					16:00					16:30					16:00				
+0 mins.	0	2	3	0	5	1	8				3	5	0	0	8	0	0	0	0	0
+15 mins.	0	3	0	0	3	1	8	8	0	17	2	6	0	0	8	0	0	0	0	0
+30 mins.	0	3	1	0	4	1	5	2	0	8	1	7	0	0	8	0	0	0	0	0
+45 mins.	0	9	4	0	13	0	7	6	0	13	1	7	0	0	8	0	0	0	0	0
Total Volume	0	17	8	0	25	3	28	19	0	50	6	22	0	0	28	0	0	0	0	0
% App. Total	0	68	32	0		6	56	38	0		21.	78.	0	0		0	0	0	0	
											4	6								
PHF	.00	.47	.50	.00	.481	.75	.87	.59	.00	.735	.50	.78	.00	.00	.875	.00	.00	.00	.00	.000
	0	2	0	0		0	5	4	0		0	6	0	0		0	0	0	0	



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - PM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - AM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	30	39	0	0	69	0	0	0	0	0	0	57	0	0	57	44	117	22	23	206	332
07:15	25	44	0	0	69	0	0	0	0	0	0	86	0	0	86	37	112	37	31	217	372
07:30	28	53	0	0	81	0	0	0	0	0	0	79	5	0	84	44	127	35	29	235	400
07:45	22	64	0	0	86	0	0	0	0	0	0	89	3	0	92	42	156	43	43	284	462
<b>Total</b>	105	200	0	0	305	0	0	0	0	0	0	311	8	0	319	167	512	137	126	942	1566
08:00	30	47	0	0	77	0	0	0	0	0	0	95	2	0	97	50	102	25	25	202	376
08:15	27	31	0	0	58	0	0	0	0	0	0	78	6	0	84	50	120	12	30	212	354
08:30	38	33	0	0	71	0	0	0	0	0	0	45	7	0	52	37	100	15	29	181	304
08:45	24	21	0	0	45	0	0	0	0	0	0	47	1	0	48	39	102	10	23	174	267
<b>Total</b>	119	132	0	0	251	0	0	0	0	0	0	265	16	0	281	176	424	62	107	769	1301
Grand Total	224	332	0	0	556	0	0	0	0	0	0	576	24	0	600	343	936	199	233	1711	2867
Apprch %	40.3	59.7	0	0		0	0	0	0		0	96	4	0		20	54.7	11.6	13.6		
Total %	7.8	11.6	0	0	19.4	0	0	0	0	0	0	20.1	0.8	0	20.9	12	32.6	6.9	8.1	59.7	
Vehicles	198	307	0	0	505	0	0	0	0	0	0	545	16	0	561	329	883	188	221	1621	2687
% Vehicles	88.4	92.5	0	0	90.8	0	0	0	0	0	0	94.6	66.7	0	93.5	95.9	94.3	94.5	94.8	94.7	93.7
Heavy Vehicles																					
% Heavy Vehicles	11.6	7.5	0	0	9.2	0	0	0	0	0	0	5.4	33.3	0	6.5	4.1	5.7	5.5	5.2	5.3	6.3

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	25	44	0	0	69	0	0	0	0	0	0	86	0	0	86	37	112	37	31	217	372
07:30	28	53	0	0	81	0	0	0	0	0	0	79	5	0	84	44	127	35	29	235	400
07:45	22	64	0	0	86	0	0	0	0	0	0	89	3	0	92	42	156	43	43	284	462
08:00	30	47	0	0	77	0	0	0	0	0	0	95	2	0	97	50	102	25	25	202	376
Total Volume	105	208	0	0	313	0	0	0	0	0	0	349	10	0	359	173	497	140	128	938	1610
% App. Total	33.5	66.5	0	0		0	0	0	0		0	97.2	2.8	0		18.4	53	14.9	13.6		
PHF	.875	.813	.000	.000	.910	.000	.000	.000	.000	.000	.000	.918	.500	.000	.925	.865	.796	.814	.744	.826	.871
Vehicles	90	191	0	0	281	0	0	0	0	0	0	335	5	0	340	168	474	135	125	902	1523
% Vehicles	85.7	91.8	0	0	89.8	0	0	0	0	0	0	96.0	50.0	0	94.7	97.1	95.4	96.4	97.7	96.2	94.6
Heavy Vehicles																					
% Heavy Vehicles	14.3	8.2	0	0	10.2	0	0	0	0	0	0	4.0	50.0	0	5.3	2.9	4.6	3.6	2.3	3.8	5.4

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - AM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 2

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:00					07:15					07:00				
+0 mins.	25	44	0	0	69	0	0	0	0	0	0	86	0	0	86	44	117	22	23	206
+15 mins.	28	53	0	0	81	0	0	0	0	0	0	79	5	0	84	37	112	37	31	217
+30 mins.	22	64	0	0	86	0	0	0	0	0	0	89	3	0	92	44	127	35	29	235
+45 mins.	30	47	0	0	77	0	0	0	0	0	0	95	2	0	97	42	156	43	43	284
Total Volume	105	208	0	0	313	0	0	0	0	0	0	349	10	0	359	167	512	137	126	942
% App. Total	33.5	66.5	0	0		0	0	0	0	0	0	97.2	2.8	0		17.7	54.4	14.5	13.4	
PHF	.875	.813	.000	.000	.910	.000	.000	.000	.000	.000	.000	.918	.500	.000	.925	.949	.821	.797	.733	.829
Vehicles	90	191	0	0	281	0	0	0	0	0	0	335	5	0	340	161	488	131	121	901
% Vehicles																				
Heavy Vehicles	15	17	0	0	32	0	0	0	0	0	0	14	5	0	19	6	24	6	5	41
% Heavy Vehicles	14.3	8.2	0	0	10.2	0	0	0	0	0	0	4	50	0	5.3	3.6	4.7	4.4	4	4.4

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - AM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	25	39	0	0	64	0	0	0	0	0	0	55	0	0	55	41	110	20	21	192	311
07:15	20	41	0	0	61	0	0	0	0	0	0	82	0	0	82	36	109	35	31	211	354
07:30	24	50	0	0	74	0	0	0	0	0	0	74	4	0	78	43	120	35	29	227	379
07:45	20	55	0	0	75	0	0	0	0	0	0	86	0	0	86	41	149	41	40	271	432
<b>Total</b>	89	185	0	0	274	0	0	0	0	0	0	297	4	0	301	161	488	131	121	901	1476
08:00	26	45	0	0	71	0	0	0	0	0	0	93	1	0	94	48	96	24	25	193	358
08:15	24	25	0	0	49	0	0	0	0	0	0	74	5	0	79	47	109	10	29	195	323
08:30	35	32	0	0	67	0	0	0	0	0	0	42	5	0	47	35	94	13	26	168	282
08:45	24	20	0	0	44	0	0	0	0	0	0	39	1	0	40	38	96	10	20	164	248
<b>Total</b>	109	122	0	0	231	0	0	0	0	0	0	248	12	0	260	168	395	57	100	720	1211
Grand Total	198	307	0	0	505	0	0	0	0	0	0	545	16	0	561	329	883	188	221	1621	2687
Apprch %	39.2	60.8	0	0		0	0	0	0	0	0	97.1	2.9	0		20.3	54.5	11.6	13.6		
Total %	7.4	11.4	0	0	18.8	0	0	0	0	0	0	20.3	0.6	0	20.9	12.2	32.9	7	8.2	60.3	

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	20	41	0	0	61	0	0	0	0	0	0	82	0	0	82	36	109	35	31	211	354
07:30	24	50	0	0	74	0	0	0	0	0	0	74	4	0	78	43	120	35	29	227	379
07:45	20	<b>55</b>	0	0	<b>75</b>	0	0	0	0	0	0	86	0	0	86	41	<b>149</b>	<b>41</b>	<b>40</b>	<b>271</b>	<b>432</b>
08:00	<b>26</b>	45	0	0	71	0	0	0	0	0	0	<b>93</b>	1	0	<b>94</b>	<b>48</b>	96	24	25	193	358
Total Volume	90	191	0	0	281	0	0	0	0	0	0	335	5	0	340	168	474	135	125	902	1523
% App. Total	32	68	0	0		0	0	0	0	0	0	98.5	1.5	0		18.6	52.5	15	13.9		
PHF	.865	.868	.000	.000	.937	.000	.000	.000	.000	.000	.000	.901	.313	.000	.904	.875	.795	.823	.781	.832	.881

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:00					07:15					07:15				
+0 mins.	20	41	0	0	61	0	0	0	0	0	0	82	0	0	82	36	109	35	31	211
+15 mins.	24	50	0	0	74	0	0	0	0	0	0	74	4	0	78	41	149	41	40	271
+30 mins.	20	<b>55</b>	0	0	<b>75</b>	0	0	0	0	0	0	86	0	0	86	41	<b>149</b>	<b>41</b>	<b>40</b>	<b>271</b>
+45 mins.	<b>26</b>	45	0	0	71	0	0	0	0	0	0	<b>93</b>	1	0	<b>94</b>	<b>48</b>	96	24	25	193
Total Volume	90	191	0	0	281	0	0	0	0	0	0	335	5	0	340	168	474	135	125	902
% App. Total	32	68	0	0		0	0	0	0	0	0	98.5	1.5	0		18.6	52.5	15	13.9	
PHF	.86	.86	.00	.00	.937	.00	.00	.00	.00	.000	.00	.90	.31	.00	.904	.87	.79	.82	.78	.832
	5	8	0	0		0	0	0	0		0	1	3	0		5	5	3	1	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - AM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	5	0	0	0	5	0	0	0	0	0	0	2	0	0	2	3	7	2	2	14	21
07:15	5	3	0	0	8	0	0	0	0	0	0	4	0	0	4	1	3	2	0	6	18
07:30	4	3	0	0	7	0	0	0	0	0	0	5	1	0	6	1	7	0	0	8	21
07:45	2	9	0	0	11	0	0	0	0	0	0	3	3	0	6	1	7	2	3	13	30
<b>Total</b>	16	15	0	0	31	0	0	0	0	0	0	14	4	0	18	6	24	6	5	41	90
08:00	4	2	0	0	6	0	0	0	0	0	0	2	1	0	3	2	6	1	0	9	18
08:15	3	6	0	0	9	0	0	0	0	0	0	4	1	0	5	3	11	2	1	17	31
08:30	3	1	0	0	4	0	0	0	0	0	0	3	2	0	5	2	6	2	3	13	22
08:45	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	1	6	0	3	10	19
<b>Total</b>	10	10	0	0	20	0	0	0	0	0	0	17	4	0	21	8	29	5	7	49	90
<b>Grand Total</b>	26	25	0	0	51	0	0	0	0	0	0	31	8	0	39	14	53	11	12	90	180
<b>Apprch %</b>	51	49	0	0		0	0	0	0		0	79.5	20.5	0		15.6	58.9	12.2	13.3		
<b>Total %</b>	14.4	13.9	0	0	28.3	0	0	0	0	0	0	17.2	4.4	0	21.7	7.8	29.4	6.1	6.7	50	

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
<b>Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 07:45</b>																					
07:45	2	9	0	0	11	0	0	0	0	0	0	3	3	0	6	1	7	2	3	13	30
08:00	4	2	0	0	6	0	0	0	0	0	0	2	1	0	3	2	6	1	0	9	18
08:15	3	6	0	0	9	0	0	0	0	0	0	4	1	0	5	3	11	2	1	17	31
08:30	3	1	0	0	4	0	0	0	0	0	0	3	2	0	5	2	6	2	3	13	22
<b>Total Volume</b>	12	18	0	0	30	0	0	0	0	0	0	12	7	0	19	8	30	7	7	52	101
<b>% App. Total</b>	40	60	0	0		0	0	0	0		0	63.2	36.8	0		15.4	57.7	13.5	13.5		
<b>PHF</b>	.750	.500	.000	.000	.682	.000	.000	.000	.000	.000	.000	.750	.583	.000	.792	.667	.682	.875	.583	.765	.815

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	07:30					07:00					08:00					07:45									
<b>+0 mins.</b>	4																								
<b>+15 mins.</b>	2	9	0	0	11	0	0	0	0	0	0	4	1	0	5	2	6	1	0	9					
<b>+30 mins.</b>	4	2	0	0	6	0	0	0	0	0	0	3	2	0	5	3	11	2	1	17					
<b>+45 mins.</b>	3	6	0	0	9	0	0	0	0	0	0	8	0	0	8	2	6	2	3	13					
<b>Total Volume</b>	13	20	0	0	33	0	0	0	0	0	0	17	4	0	21	8	30	7	7	52					
<b>% App. Total</b>	39.	60.										81	19	0		15.	57.	13.	13.						
<b>PHF</b>	.81	.55	.00	.00	.750	.00	.00	.00	.00	.000	.00	.53	.50	.00	.656	.66	.68	.87	.58						
	3	6	0	0		0	0	0	0		0	1	0	0		7	2	5	3						

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - AM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:45					07:00									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - PM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	58	31	0	0	89	0	0	0	0	0	0	54	8	0	62	29	446	19	43	537	688
16:15	62	38	0	0	100	0	0	0	0	0	0	64	6	0	70	36	344	22	40	442	612
16:30	75	41	0	0	116	0	0	0	0	0	0	43	5	0	48	39	472	27	29	567	731
16:45	58	34	0	0	92	0	0	0	0	0	0	64	5	0	69	36	423	29	31	519	680
<b>Total</b>	<b>253</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>397</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>225</b>	<b>24</b>	<b>0</b>	<b>249</b>	<b>140</b>	<b>1685</b>	<b>97</b>	<b>143</b>	<b>2065</b>	<b>2711</b>
17:00	83	53	0	0	136	0	0	0	0	0	0	54	5	0	59	50	471	31	36	588	783
17:15	68	42	0	0	110	0	0	0	0	0	0	41	6	0	47	38	494	25	39	596	753
17:30	73	39	0	0	112	0	0	0	0	0	0	39	2	0	41	31	429	18	58	536	689
17:45	49	41	0	0	90	0	0	0	0	0	0	49	2	0	51	41	386	18	42	487	628
<b>Total</b>	<b>273</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>448</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>183</b>	<b>15</b>	<b>0</b>	<b>198</b>	<b>160</b>	<b>1780</b>	<b>92</b>	<b>175</b>	<b>2207</b>	<b>2853</b>
Grand Total	526	319	0	0	845	0	0	0	0	0	0	408	39	0	447	300	3465	189	318	4272	5564
Apprch %	62.2	37.8	0	0		0	0	0	0	0	0	91.3	8.7	0		7	81.1	4.4	7.4		
Total %	9.5	5.7	0	0	15.2	0	0	0	0	0	0	7.3	0.7	0	8	5.4	62.3	3.4	5.7	76.8	
Vehicles	497	309	0	0	806	0	0	0	0	0	0	394	32	0	426	273	3420				
% Vehicles	94.5	96.9	0	0	95.4	0	0	0	0	0	0	96.6	82.1	0	95.3	91	98.7	97.9	96.2	97.9	97.3
Heavy Vehicles																					
% Heavy Vehicles	5.5	3.1	0	0	4.6	0	0	0	0	0	0	3.4	17.9	0	4.7	9	1.3	2.1	3.8	2.1	2.7

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	75	41	0	0	116	0	0	0	0	0	0	43	5	0	48	39	472	27	29	567	731
16:45	58	34	0	0	92	0	0	0	0	0	0	64	5	0	69	36	423	29	31	519	680
17:00	<b>83</b>	<b>53</b>	0	0	<b>136</b>	0	0	0	0	0	0	54	5	0	59	<b>50</b>	471	<b>31</b>	36	588	<b>783</b>
17:15	68	42	0	0	110	0	0	0	0	0	0	41	6	0	47	38	494	25	39	596	753
Total Volume	284	170	0	0	454	0	0	0	0	0	0	202	21	0	223	163	1860	112	135	2270	2947
% App. Total	62.6	37.4	0	0		0	0	0	0	0	0	90.6	9.4	0		7.2	81.9	4.9	5.9		
PHF	.855	.802	.000	.000	.835	.000	.000	.000	.000	.000	.000	.789	.875	.000	.808	.815	.941	.903	.865	.952	.941
Vehicles	272	165	0	0	437	0	0	0	0	0	0	191	18	0	209	149	1838				
% Vehicles	95.8	97.1	0	0	96.3	0	0	0	0	0	0	94.6	85.7	0	93.7	91.4	98.8	98.2	97.0	98.1	97.5
Heavy Vehicles																					
% Heavy Vehicles	4.2	2.9	0	0	3.7	0	0	0	0	0	0	5.4	14.3	0	6.3	8.6	1.2	1.8	3.0	1.9	2.5

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - PM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 2

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					16:00					16:00					16:30				
+0 mins.	75	41	0	0	116	0	0	0	0	0	0	54	<b>8</b>	0	62	39	472	27	29	567
+15 mins.	58	34	0	0	92	0	0	0	0	0	0	<b>64</b>	6	0	<b>70</b>	36	423	29	31	519
+30 mins.	<b>83</b>	<b>53</b>	0	0	<b>136</b>	0	0	0	0	0	0	43	5	0	48	<b>50</b>	471	<b>31</b>	36	588
+45 mins.	68	42	0	0	110	0	0	0	0	0	0	64	5	0	69	38	<b>494</b>	25	<b>39</b>	<b>596</b>
Total Volume	284	170	0	0	454	0	0	0	0	0	0	225	24	0	249	163	1860	112	135	2270
% App. Total	62.6	37.4	0	0		0	0	0	0	0	0	90.4	9.6	0		7.2	81.9	4.9	5.9	
PHF	.855	.802	.000	.000	.835	.000	.000	.000	.000	.000	.000	.879	.750	.000	.889	.815	.941	.903	.865	.952
Vehicles	272	165	0	0	437	0	0	0	0	0	0	216	20	0	236	149	1838	110	131	2228
% Vehicles																				
Heavy Vehicles	12	5	0	0	17	0	0	0	0	0	0	9	4	0	13	14	22	2	4	42
% Heavy Vehicles	4.2	2.9	0	0	3.7	0	0	0	0	0	0	4	16.7	0	5.2	8.6	1.2	1.8	3	1.9



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - PM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	51	30	0	0	81	0	0	0	0	0	0	53	7	0	60	26	440	18	40	524	665
16:15	56	35	0	0	91	0	0	0	0	0	0	62	4	0	66	33	334	22	39	428	585
16:30	74	39	0	0	113	0	0	0	0	0	0	41	4	0	45	38	462	26	29	555	713
16:45	56	34	0	0	90	0	0	0	0	0	0	60	5	0	65	33	419	29	31	512	667
<b>Total</b>	<b>237</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>375</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>216</b>	<b>20</b>	<b>0</b>	<b>236</b>	<b>130</b>	<b>1655</b>	<b>95</b>	<b>139</b>	<b>2019</b>	<b>2630</b>
17:00	81	52	0	0	133	0	0	0	0	0	0	52	4	0	56	43	465	30	35	573	762
17:15	61	40	0	0	101	0	0	0	0	0	0	38	5	0	43	35	492	25	36	588	732
17:30	71	39	0	0	110	0	0	0	0	0	0	39	2	0	41	30	426	17	57	530	681
17:45	47	40	0	0	87	0	0	0	0	0	0	49	1	0	50	35	382	18	39	474	611
<b>Total</b>	<b>260</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>12</b>	<b>0</b>	<b>190</b>	<b>143</b>	<b>1765</b>	<b>90</b>	<b>167</b>	<b>2165</b>	<b>2786</b>
Grand Total	497	309	0	0	806	0	0	0	0	0	0	394	32	0	426	273	3420	185	306	4184	5416
Apprch %	61.7	38.3	0	0		0	0	0	0	0	0	92.5	7.5	0		6.5	81.7	4.4	7.3		
Total %	9.2	5.7	0	0	14.9	0	0	0	0	0	0	7.3	0.6	0	7.9	5	63.1	3.4	5.6	77.3	

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	74	39	0	0	113	0	0	0	0	0	0	41	4	0	45	38	462	26	29	555	713
16:45	56	34	0	0	90	0	0	0	0	0	0	60	5	0	65	33	419	29	31	512	667
17:00	<b>81</b>	<b>52</b>	0	0	<b>133</b>	0	0	0	0	0	0	52	4	0	56	<b>43</b>	465	<b>30</b>	35	573	<b>762</b>
17:15	61	40	0	0	101	0	0	0	0	0	0	38	5	0	43	35	<b>492</b>	25	<b>36</b>	<b>588</b>	732
Total Volume	272	165	0	0	437	0	0	0	0	0	0	191	18	0	209	149	1838	110	131	2228	2874
% App. Total	62.2	37.8	0	0		0	0	0	0	0	0	91.4	8.6	0		6.7	82.5	4.9	5.9		
PHF	.84	.793	.000	.000	.821	.000	.000	.000	.000	.000	.000	.796	.900	.000	.804	.866	.934	.917	.910	.947	.943

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					16:00					16:00					16:30				
+0 mins.	74	39	0	0	113	0	0	0	0	0	0	53	7	0	60	33	419	29	31	512
+15 mins.	56	34	0	0	90	0	0	0	0	0	0	62	4	0	66	43	465	30	35	573
+30 mins.	<b>81</b>	<b>52</b>	0	0	<b>133</b>	0	0	0	0	0	0	41	4	0	45	<b>43</b>	465	<b>30</b>	35	<b>573</b>
+45 mins.	61	40	0	0	101	0	0	0	0	0	0	60	5	0	65	35	<b>492</b>	25	<b>36</b>	<b>588</b>
Total Volume	272	165	0	0	437	0	0	0	0	0	0	216	20	0	236	149	1838	110	131	2228
% App. Total	62.	37.	0	0		0	0	0	0	0	0	91.	8.5	0		6.7	82.	4.9	5.9	
	2	8	0	0		0	0	0	0	0	0	5	0	0		6.7	5	4.9	5.9	
PHF	.84	.79	.00	.00	.821	.00	.00	.00	.00	.000	.00	.87	.71	.00	.894	.86	.93	.91	.91	.947
	0	3	0	0		0	0	0	0		0	1	4	0		6	4	7	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - PM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	7	1	0	0	8	0	0	0	0	0	0	1	1	0	2	3	6	1	3	13	23
16:15	6	3	0	0	9	0	0	0	0	0	0	2	2	0	4	3	10	0	1	14	27
16:30	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	1	10	1	0	12	18
16:45	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	3	4	0	0	7	13
<b>Total</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>10</b>	<b>30</b>	<b>2</b>	<b>4</b>	<b>46</b>	<b>81</b>
17:00	2	1	0	0	3	0	0	0	0	0	0	2	1	0	3	7	6	1	1	15	21
17:15	7	2	0	0	9	0	0	0	0	0	0	3	1	0	4	3	2	0	3	8	21
17:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	3	1	1	6	8
17:45	2	1	0	0	3	0	0	0	0	0	0	0	1	0	1	6	4	0	3	13	17
<b>Total</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>15</b>	<b>2</b>	<b>8</b>	<b>42</b>	<b>67</b>
Grand Total	29	10	0	0	39	0	0	0	0	0	0	14	7	0	21	27	45	4	12	88	148
Apprch %	74.4	25.6	0	0		0	0	0	0	0	0	66.7	33.3	0		30.7	51.1	4.5	13.6		
Total %	19.6	6.8	0	0	26.4	0	0	0	0	0	0	9.5	4.7	0	14.2	18.2	30.4	2.7	8.1	59.5	

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
<b>Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 16:00</b>																					
16:00	7	1	0	0	8	0	0	0	0	0	0	1	1	0	2	3	6	1	3	13	23
16:15	6	3	0	0	9	0	0	0	0	0	0	2	2	0	4	3	10	0	1	14	27
16:30	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	1	10	1	0	12	18
16:45	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	3	4	0	0	7	13
Total Volume	16	6	0	0	22	0	0	0	0	0	0	9	4	0	13	10	30	2	4	46	81
% App. Total	72.7	27.3	0	0		0	0	0	0	0	0	69.2	30.8	0		21.7	65.2	4.3	8.7		
PHF	.571	.500	.000	.000	.611	.000	.000	.000	.000	.000	.000	.563	.500	.000	.813	.833	.750	.500	.333	.821	.750

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	16:00					16:00					16:15					16:15					
<b>+0 mins.</b>	7												2		4		10		1		
+15 mins.	6	3	0	0	9	0	0	0	0	0	0	2	1	0	3	1	10	1	0	0	12
+30 mins.	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	3	4	0	0	0	7
+45 mins.	2	0	0	0	2	0	0	0	0	0	0	2	1	0	3	7	6	1	1	1	15
Total Volume	16	6	0	0	22	0	0	0	0	0	0	10	4	0	14	14	30	2	2	2	48
% App. Total	72.	27.				0	0	0	0	0	0	71.	28.			29.	62.		4.2	4.2	
	7	3	0	0								4	6	0		2	5				
PHF	.57	.50	.00	.00	.611	.00	.00	.00	.00	.000	.00	.62	.50	.00	.875	.50	.75	.50	.50		.800
	1	0	0	0		0	0	0	0		0	5	0	0		0	0	0	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - PM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Grand Total</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	17:00					16:00					16:00									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0	
PHF	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - AM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	21	46	0	0	67	0	0	86	0	86	0	15	0	0	15	0	0	0	0	0	168
07:15	21	53	0	0	74	0	0	81	0	81	0	14	0	0	14	0	0	0	0	0	169
07:30	17	42	0	0	59	0	0	101	0	101	0	13	0	0	13	0	0	0	0	0	173
07:45	19	48	0	0	67	2	0	108	0	110	0	17	0	0	17	0	0	0	0	0	194
<b>Total</b>	<b>78</b>	<b>189</b>	<b>0</b>	<b>0</b>	<b>267</b>	<b>2</b>	<b>0</b>	<b>376</b>	<b>0</b>	<b>378</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>704</b>
08:00	24	32	0	0	56	0	0	90	0	90	0	23	0	0	23	0	0	0	0	0	169
08:15	18	35	0	0	53	0	0	59	0	59	0	12	0	0	12	0	0	0	0	0	124
08:30	10	37	0	0	47	0	0	39	0	39	0	17	0	0	17	0	0	0	0	0	103
08:45	9	34	0	0	43	0	0	41	0	41	0	10	0	0	10	0	0	0	0	0	94
<b>Total</b>	<b>61</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>199</b>	<b>0</b>	<b>0</b>	<b>229</b>	<b>0</b>	<b>229</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>490</b>
Grand Total	139	327	0	0	466	2	0	605	0	607	0	121	0	0	121	0	0	0	0	0	1194
Apprch %	29.8	70.2	0	0		0.3	0	99.7	0		0	100	0	0		0	0	0	0	0	
Total %	11.6	27.4	0	0	39	0.2	0	50.7	0	50.8	0	10.1	0	0	10.1	0	0	0	0	0	
Vehicles	131	325	0	0	456	2	0	592	0	594	0	120	0	0	120	0	0	0	0	0	1170
% Vehicles	94.2	99.4	0	0	97.9	100	0	97.9	0	97.9	0	99.2	0	0	99.2	0	0	0	0	0	98
Heavy Vehicles																					
% Heavy Vehicles	5.8	0.6	0	0	2.1	0	0	2.1	0	2.1	0	0.8	0	0	0.8	0	0	0	0	0	2

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	21	<b>53</b>	0	0	<b>74</b>	0	0	81	0	81	0	14	0	0	14	0	0	0	0	0	169
07:30	17	42	0	0	59	0	0	101	0	101	0	13	0	0	13	0	0	0	0	0	173
07:45	19	48	0	0	67	<b>2</b>	0	<b>108</b>	0	<b>110</b>	0	17	0	0	17	0	0	0	0	0	<b>194</b>
08:00	<b>24</b>	32	0	0	56	0	0	90	0	90	0	<b>23</b>	0	0	<b>23</b>	0	0	0	0	0	169
Total Volume	81	175	0	0	256	2	0	380	0	382	0	67	0	0	67	0	0	0	0	0	705
% App. Total	31.6	68.4	0	0		0.5	0	99.5	0		0	100	0	0		0	0	0	0	0	
PHF	.844	.825	.000	.000	.865	.250	.000	.880	.000	.868	.000	.728	.000	.000	.728	.000	.000	.000	.000	.000	.909
Vehicles	76	174	0	0	250	2	0	375	0	377	0	67	0	0	67	0	0	0	0	0	694
% Vehicles	93.8	99.4	0	0	97.7	100	0	98.7	0	98.7	0	100	0	0	100	0	0	0	0	0	98.4
Heavy Vehicles																					
% Heavy Vehicles	6.2	0.6	0	0	2.3	0	0	1.3	0	1.3	0	0	0	0	0	0	0	0	0	0	1.6

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - AM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 2

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					07:15					07:45					07:00					
+0 mins.	21	46	0	0	67	0	0	81	0	81	0	17	0	0	17	0	0	0	0	0	
+15 mins.	21	53	0	0	74	0	0	101	0	101	0	23	0	0	23	0	0	0	0	0	
+30 mins.	17	42	0	0	59	2	0	108	0	110	0	12	0	0	12	0	0	0	0	0	
+45 mins.	19	48	0	0	67	0	0	90	0	90	0	17	0	0	17	0	0	0	0	0	
Total Volume	78	189	0	0	267	2	0	380	0	382	0	69	0	0	69	0	0	0	0	0	
% App. Total	29.2	70.8	0	0		0.5	0	99.5	0		0	100	0	0		0	0	0	0		
PHF	.929	.892	.000	.000	.902	.250	.000	.880	.000	.868	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	
Vehicles	74	188	0	0	262	2	0	375	0	377	0	69	0	0	69	0	0	0	0	0	
% Vehicles																					
Heavy Vehicles	4	1	0	0	5	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	
% Heavy Vehicles	5.1	0.5	0	0	1.9	0	0	1.3	0	1.3	0	0	0	0	0	0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - AM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	20	46	0	0	66	0	0	84	0	84	0	15	0	0	15	0	0	0	0	0	165
07:15	21	53	0	0	74	0	0	81	0	81	0	14	0	0	14	0	0	0	0	0	169
07:30	16	41	0	0	57	0	0	100	0	100	0	13	0	0	13	0	0	0	0	0	170
07:45	17	48	0	0	65	2	0	106	0	108	0	17	0	0	17	0	0	0	0	0	190
<b>Total</b>	<b>74</b>	<b>188</b>	<b>0</b>	<b>0</b>	<b>262</b>	<b>2</b>	<b>0</b>	<b>371</b>	<b>0</b>	<b>373</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>694</b>
08:00	22	32	0	0	54	0	0	88	0	88	0	23	0	0	23	0	0	0	0	0	165
08:15	18	35	0	0	53	0	0	56	0	56	0	12	0	0	12	0	0	0	0	0	121
08:30	10	36	0	0	46	0	0	38	0	38	0	17	0	0	17	0	0	0	0	0	101
08:45	7	34	0	0	41	0	0	39	0	39	0	9	0	0	9	0	0	0	0	0	89
<b>Total</b>	<b>57</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>0</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>476</b>
Grand Total	131	325	0	0	456	2	0	592	0	594	0	120	0	0	120	0	0	0	0	0	1170
Apprch %	28.7	71.3	0	0		0.3	0	99.7	0		0	100	0	0		0	0	0	0	0	
Total %	11.2	27.8	0	0	39	0.2	0	50.6	0	50.8	0	10.3	0	0	10.3	0	0	0	0	0	

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	20	46	0	0	66	0	0	84	0	84	0	15	0	0	15	0	0	0	0	0	165
07:15	21	53	0	0	74	0	0	81	0	81	0	14	0	0	14	0	0	0	0	0	169
07:30	16	41	0	0	57	0	0	100	0	100	0	13	0	0	13	0	0	0	0	0	170
07:45	17	48	0	0	65	2	0	106	0	108	0	17	0	0	17	0	0	0	0	0	190
Total Volume	74	188	0	0	262	2	0	371	0	373	0	59	0	0	59	0	0	0	0	0	694
% App. Total	28.2	71.8	0	0		0.5	0	99.5	0		0	100	0	0		0	0	0	0	0	
PHF	.881	.887	.000	.000	.885	.250	.000	.875	.000	.863	.000	.868	.000	.000	.868	.000	.000	.000	.000	.000	.913

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					07:15					07:45					07:00					
+0 mins.	20	46	0	0	66	0	0	81	0	81	0	17	0	0	17	0	0	0	0	0	0
+15 mins.	21	53	0	0	74	0	0	81	0	81	0	23	0	0	23	0	0	0	0	0	0
+30 mins.	16	41	0	0	57	2	0	106	0	108	0	12	0	0	12	0	0	0	0	0	0
+45 mins.	17	48	0	0	65	0	0	88	0	88	0	17	0	0	17	0	0	0	0	0	0
Total Volume	74	188	0	0	262	2	0	375	0	377	0	69	0	0	69	0	0	0	0	0	0
% App. Total	28.	71.	0	0		0.5	0	99.	0		0	100	0	0		0	0	0	0	0	
PHF	.88	.88	.00	.00	.885	.25	.00	.88	.00	.873	.00	.75	.00	.00	.750	.00	.00	.00	.00	.00	.000
	1	7	0	0		0	0	4	0		0	0	0	0		0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - AM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
08:00	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
08:45	2	0	0	0	2	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
Grand Total	8	2	0	0	10	0	0	13	0	13	0	1	0	0	1	0	0	0	0	0	0
Apprch %	80	20	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
Total %	33.3	8.3	0	0	41.7	0	0	54.2	0	54.2	0	4.2	0	0	4.2	0	0	0	0	0	

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:00	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
Total Volume	5	1	0	0	6	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	14
% App. Total	83.3	16.7	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
PHF	.625	.250	.000	.000	.750	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.875

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:30					08:00					07:00				
+0 mins.	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	1			2															
+30 mins.	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	0	2	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0
Total Volume	5	1	0	0	6	0	0	8	0	8	0	1	0	0	1	0	0	0	0	0
% App. Total	83.	16.				0	0	100	0		0	100	0	0		0	0	0	0	
PHF	.62	.25	.00	.00	.750	.00	.00	.66	.00	.667	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000
	5	0	0	0		0	0	7	0		0	0	0	0		0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - AM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:45					07:00					07:00					07:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - PM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	52	20	0	0	72	0	0	30	0	30	0	29	0	0	29	0	0	0	0	0	131
16:15	43	36	0	0	79	0	0	26	0	26	0	31	0	0	31	0	0	0	0	0	136
16:30	59	21	0	0	80	0	0	30	0	30	0	43	0	0	43	0	0	0	0	0	153
16:45	79	23	0	0	102	1	0	36	0	37	0	34	0	0	34	0	0	0	0	0	173
<b>Total</b>	<b>233</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>333</b>	<b>1</b>	<b>0</b>	<b>122</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>593</b>
17:00	90	26	0	0	116	0	0	55	0	55	0	53	0	0	53	0	0	0	0	0	224
17:15	87	17	0	0	104	0	0	49	0	49	0	73	0	0	73	0	0	0	0	0	226
17:30	64	31	0	0	95	0	0	35	0	35	0	57	0	0	57	0	0	0	0	0	187
17:45	64	29	0	0	93	0	0	39	0	39	0	44	0	0	44	0	0	0	0	0	176
<b>Total</b>	<b>305</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>408</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>813</b>
Grand Total	538	203	0	0	741	1	0	300	0	301	0	364	0	0	364	0	0	0	0	0	1406
Apprch %	72.6	27.4	0	0		0.3	0	99.7	0		0	100	0	0		0	0	0	0		
Total %	38.3	14.4	0	0	52.7	0.1	0	21.3	0	21.4	0	25.9	0	0	25.9	0	0	0	0	0	
Vehicles	531	202	0	0	733	1	0	287	0	288	0	364	0	0	364	0	0	0	0	0	1385
% Vehicles	98.7	99.5	0	0	98.9	100	0	95.7	0	95.7	0	100	0	0	100	0	0	0	0	0	98.5
Heavy Vehicles																					
% Heavy Vehicles	1.3	0.5	0	0	1.1	0	0	4.3	0	4.3	0	0	0	0	0	0	0	0	0	0	1.5

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	<b>90</b>	26	0	0	<b>116</b>	0	0	<b>55</b>	0	<b>55</b>	0	53	0	0	53	0	0	0	0	0	224
17:15	87	17	0	0	104	0	0	49	0	49	0	<b>73</b>	0	0	<b>73</b>	0	0	0	0	0	<b>226</b>
17:30	64	<b>31</b>	0	0	95	0	0	35	0	35	0	57	0	0	57	0	0	0	0	0	187
17:45	64	29	0	0	93	0	0	39	0	39	0	44	0	0	44	0	0	0	0	0	176
Total Volume	305	103	0	0	408	0	0	178	0	178	0	227	0	0	227	0	0	0	0	0	813
% App. Total	74.8	25.2	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.847	.831	.000	.000	.879	.000	.000	.809	.000	.809	.000	.777	.000	.000	.777	.000	.000	.000	.000	.000	.899
Vehicles	299	103	0	0	402	0	0	172	0	172	0	227	0	0	227	0	0	0	0	0	801
% Vehicles	98.0	100	0	0	98.5	0	0	96.6	0	96.6	0	100	0	0	100	0	0	0	0	0	98.5
Heavy Vehicles																					
% Heavy Vehicles	2.0	0	0	0	1.5	0	0	3.4	0	3.4	0	0	0	0	0	0	0	0	0	0	1.5

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - PM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 2

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:45					17:00					17:00					16:00					
+0 mins.	79	23	0	0	102	0	0	55	0	55	0	53	0	0	53	0	0	0	0	0	
+15 mins.	90	26	0	0	116	0	0	49	0	49	0	73	0	0	73	0	0	0	0	0	
+30 mins.	87	17	0	0	104	0	0	35	0	35	0	57	0	0	57	0	0	0	0	0	
+45 mins.	64	31	0	0	95	0	0	39	0	39	0	44	0	0	44	0	0	0	0	0	
Total Volume	320	97	0	0	417	0	0	178	0	178	0	227	0	0	227	0	0	0	0	0	
% App. Total	76.7	23.3	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.889	.782	.000	.000	.899	.000	.000	.809	.000	.809	.000	.777	.000	.000	.777	.000	.000	.000	.000	.000	
Vehicles	313	97	0	0	410	0	0	172	0	172	0	227	0	0	227	0	0	0	0	0	
% Vehicles																					
Heavy Vehicles	7	0	0	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	
% Heavy Vehicles	2.2	0	0	0	1.7	0	0	3.4	0	3.4	0	0	0	0	0	0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - PM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	52	20	0	0	72	0	0	28	0	28	0	29	0	0	29	0	0	0	0	0	129
16:15	43	36	0	0	79	0	0	24	0	24	0	31	0	0	31	0	0	0	0	0	134
16:30	59	20	0	0	79	0	0	27	0	27	0	43	0	0	43	0	0	0	0	0	149
16:45	78	23	0	0	101	1	0	36	0	37	0	34	0	0	34	0	0	0	0	0	172
<b>Total</b>	<b>232</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>331</b>	<b>1</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>116</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>584</b>
17:00	87	26	0	0	113	0	0	54	0	54	0	53	0	0	53	0	0	0	0	0	220
17:15	86	17	0	0	103	0	0	46	0	46	0	73	0	0	73	0	0	0	0	0	222
17:30	62	31	0	0	93	0	0	35	0	35	0	57	0	0	57	0	0	0	0	0	185
17:45	64	29	0	0	93	0	0	37	0	37	0	44	0	0	44	0	0	0	0	0	174
<b>Total</b>	<b>299</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>402</b>	<b>0</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>801</b>
Grand Total	531	202	0	0	733	1	0	287	0	288	0	364	0	0	364	0	0	0	0	0	1385
Apprch %	72.4	27.6	0	0		0.3	0	99.7	0		0	100	0	0		0	0	0	0	0	
Total %	38.3	14.6	0	0	52.9	0.1	0	20.7	0	20.8	0	26.3	0	0	26.3	0	0	0	0	0	

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	87	26	0	0	113	0	0	54	0	54	0	53	0	0	53	0	0	0	0	0	220
17:15	86	17	0	0	103	0	0	46	0	46	0	73	0	0	73	0	0	0	0	0	222
17:30	62	31	0	0	93	0	0	35	0	35	0	57	0	0	57	0	0	0	0	0	185
17:45	64	29	0	0	93	0	0	37	0	37	0	44	0	0	44	0	0	0	0	0	174
Total Volume	299	103	0	0	402	0	0	172	0	172	0	227	0	0	227	0	0	0	0	0	801
% App. Total	74.4	25.6	0	0		0	0	100	0		0	100	0	0		0	0	0	0	0	
PHF	.859	.831	.000	.000	.889	.000	.000	.796	.000	.796	.000	.777	.000	.000	.777	.000	.000	.000	.000	.000	.902

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					16:45					17:00					16:00					
+0 mins.	78	23	0	0	101	1	0	54	0	54	0	73	0	0	73	0	0	0	0	0	0
+15 mins.	87	26	0	0	113	0	0	54	0	54	0	73	0	0	73	0	0	0	0	0	0
+30 mins.	86	17	0	0	103	0	0	46	0	46	0	57	0	0	57	0	0	0	0	0	0
+45 mins.	62	31	0	0	93	0	0	35	0	35	0	44	0	0	44	0	0	0	0	0	0
Total Volume	313	97	0	0	410	1	0	171	0	172	0	227	0	0	227	0	0	0	0	0	0
% App. Total	76.	23.	0	0		0.6	0	99.	0		0	100	0	0		0	0	0	0	0	
	3	7	0	0				4	0												
PHF	.89	.78	.00	.00	.907	.25	.00	.79	.00	.796	.00	.77	.00	.00	.777	.00	.00	.00	.00	.00	.000
	9	2	0	0		0	0	2	0	.796	0	7	0	0	.777	0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - PM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
17:00	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
17:15	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
17:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
Grand Total	7	1	0	0	8	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	21
Apprch %	87.5	12.5	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
Total %	33.3	4.8	0	0	38.1	0	0	61.9	0	61.9	0	0	0	0	0	0	0	0	0	0	

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
17:15	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
Total Volume	5	1	0	0	6	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	13
% App. Total	83.3	16.7	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
PHF	.417	.250	.000	.000	.500	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.813

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					16:00					16:00					16:00				
+0 mins.	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
+15 mins.	3				3															
+30 mins.	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	7	0	0	0	7	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0	
PHF	.58	.00	.00	.00	.583	.00	.00	.58	.00	.583	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000
	3	0	0	0		0	0	3	0		0	0	0	0		0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - PM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00					16:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - AM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	36	72	0	0	108	1	0	8	0	9	0	25	0	0	25	142
07:15	0	0	0	0	0	46	85	0	0	131	0	0	10	0	10	0	22	0	0	22	163
07:30	0	0	0	0	0	48	105	0	0	153	1	0	8	0	9	0	15	0	0	15	177
07:45	0	0	0	0	0	42	111	0	0	153	1	0	10	0	11	0	19	0	0	19	183
<b>Total</b>	0	0	0	0	0	172	373	0	0	545	3	0	36	0	39	0	81	0	0	81	665
08:00	0	0	0	0	0	18	72	0	0	90	1	0	11	0	12	0	24	0	0	24	126
08:15	0	0	0	0	0	19	53	0	0	72	1	0	4	0	5	0	18	0	0	18	95
08:30	0	0	0	0	0	19	35	0	0	54	1	0	5	0	6	0	12	0	0	12	72
08:45	0	0	0	0	0	5	37	0	0	42	2	0	3	0	5	0	10	0	0	10	57
<b>Total</b>	0	0	0	0	0	61	197	0	0	258	5	0	23	0	28	0	64	0	0	64	350
Grand Total	0	0	0	0	0	233	570	0	0	803	8	0	59	0	67	0	145	0	0	145	1015
Apprch %	0	0	0	0	0	29	71	0	0		11.9	0	88.1	0		0	100	0	0		
Total %	0	0	0	0	0	23	56.2	0	0	79.1	0.8	0	5.8	0	6.6	0	14.3	0	0	14.3	
Vehicles	0	0	0	0	0	231	553	0	0	784	7	0	58	0	65	0	137	0	0	137	986
% Vehicles	0	0	0	0	0	99.1	97	0	0	97.6	87.5	0	98.3	0	97	0	94.5	0	0	94.5	97.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0.9	3	0	0	2.4	12.5	0	1.7	0	3	0	5.5	0	0	5.5	2.9

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	36	72	0	0	108	1	0	8	0	9	0	<b>25</b>	0	0	<b>25</b>	142
07:15	0	0	0	0	0	46	85	0	0	131	0	0	<b>10</b>	0	10	0	22	0	0	22	163
07:30	0	0	0	0	0	<b>48</b>	105	0	0	<b>153</b>	1	0	8	0	9	0	15	0	0	15	177
07:45	0	0	0	0	0	42	<b>111</b>	0	0	153	1	0	10	0	<b>11</b>	0	19	0	0	19	<b>183</b>
Total Volume	0	0	0	0	0	172	373	0	0	545	3	0	36	0	39	0	81	0	0	81	665
% App. Total	0	0	0	0	0	31.6	68.4	0	0		7.7	0	92.3	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.896	.840	.000	.000	.891	.750	.000	.900	.000	.886	.000	.810	.000	.000	.810	.908
Vehicles	0	0	0	0	0	170	365	0	0	535	2	0	35	0	37	0	78	0	0	78	650
% Vehicles						98.8	97.9	0	0	98.2	66.7	0	97.2	0	94.9	0	96.3	0	0	96.3	97.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	1.2	2.1	0	0	1.8	33.3	0	2.8	0	5.1	0	3.7	0	0	3.7	2.3

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - AM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 2

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:00					07:15					07:00				
+0 mins.	0	0	0	0	0	36	72	0	0	108	0	0	10	0	10	0	<b>25</b>	0	0	<b>25</b>
+15 mins.	0	0	0	0	0	46	85	0	0	131	1	0	8	0	9	0	22	0	0	22
+30 mins.	0	0	0	0	0	<b>48</b>	105	0	0	<b>153</b>	1	0	10	0	11	0	15	0	0	15
+45 mins.	0	0	0	0	0	42	<b>111</b>	0	0	153	1	0	<b>11</b>	0	<b>12</b>	0	19	0	0	19
Total Volume	0	0	0	0	0	172	373	0	0	545	3	0	39	0	42	0	81	0	0	81
% App. Total	0	0	0	0	0	31.6	68.4	0	0		7.1	0	92.9	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.896	.840	.000	.000	.891	.750	.000	.886	.000	.875	.000	.810	.000	.000	.810
Vehicles	0	0	0	0	0	170	365	0	0	535	3	0	38	0	41	0	78	0	0	78
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	2	8	0	0	10	0	0	1	0	1	0	3	0	0	3
% Heavy Vehicles	0	0	0	0	0	1.2	2.1	0	0	1.8	0	0	2.6	0	2.4	0	3.7	0	0	3.7

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - AM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehcles

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	35	72	0	0	107	0	0	8	0	8	0	25	0	0	25	140
07:15	0	0	0	0	0	46	82	0	0	128	0	0	10	0	10	0	21	0	0	21	159
07:30	0	0	0	0	0	48	103	0	0	151	1	0	7	0	8	0	14	0	0	14	173
07:45	0	0	0	0	0	41	108	0	0	149	1	0	10	0	11	0	18	0	0	18	178
<b>Total</b>	0	0	0	0	0	170	365	0	0	535	2	0	35	0	37	0	78	0	0	78	650
08:00	0	0	0	0	0	18	71	0	0	89	1	0	11	0	12	0	22	0	0	22	123
08:15	0	0	0	0	0	19	48	0	0	67	1	0	4	0	5	0	18	0	0	18	90
08:30	0	0	0	0	0	19	35	0	0	54	1	0	5	0	6	0	10	0	0	10	70
08:45	0	0	0	0	0	5	34	0	0	39	2	0	3	0	5	0	9	0	0	9	53
<b>Total</b>	0	0	0	0	0	61	188	0	0	249	5	0	23	0	28	0	59	0	0	59	336
<b>Grand Total</b>	0	0	0	0	0	231	553	0	0	784	7	0	58	0	65	0	137	0	0	137	986
Apprch %	0	0	0	0	0	29.5	70.5	0	0		10.8	0	89.2	0		0	100	0	0		
Total %	0	0	0	0	0	23.4	56.1	0	0	79.5	0.7	0	5.9	0	6.6	0	13.9	0	0	13.9	

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	35	72	0	0	107	0	0	8	0	8	0	25	0	0	25	140
07:15	0	0	0	0	0	46	82	0	0	128	0	0	10	0	10	0	21	0	0	21	159
07:30	0	0	0	0	0	48	103	0	0	151	1	0	7	0	8	0	14	0	0	14	173
07:45	0	0	0	0	0	41	108	0	0	149	1	0	10	0	11	0	18	0	0	18	178
Total Volume	0	0	0	0	0	170	365	0	0	535	2	0	35	0	37	0	78	0	0	78	650
% App. Total	0	0	0	0	0	31.8	68.2	0	0		5.4	0	94.6	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.885	.845	.000	.000	.886	.500	.000	.875	.000	.841	.000	.780	.000	.000	.780	.913

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:00					07:15					07:00				
+0 mins.	0	0	0	0	0	35	72	0	0	107	0	0	10	0	10	0	25	0	0	25
+15 mins.	0	0	0	0	0	46	82	0	0	128	1	0	7	0	8	0	21	0	0	21
+30 mins.	0	0	0	0	0	48	103	0	0	151	1	0	10	0	11	0	14	0	0	14
+45 mins.	0	0	0	0	0	41	108	0	0	149	1	0	11	0	12	0	18	0	0	18
Total Volume	0	0	0	0	0	170	365	0	0	535	3	0	38	0	41	0	78	0	0	78
% App. Total	0	0	0	0	0	31.8	68.2	0	0		7.3	0	92.7	0		0	100	0	0	
PHF	.00	.00	.00	.00	.000	.88	.84	.00	.00	.886	.75	.00	.86	.00	.854	.00	.78	.00	.00	.780
	0	0	0	0		5	5	0	0		0	0	4	0		0	0	0	0	



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - AM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0
07:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
07:30	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
07:45	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
<b>Total</b>	0	0	0	0	0	2	8	0	0	10	1	0	1	0	2	0	3	0	0	3	15
08:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
<b>Total</b>	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	14
<b>Grand Total</b>	0	0	0	0	0	2	17	0	0	19	1	0	1	0	2	0	8	0	0	8	29
Apprch %	0	0	0	0	0	10.5	89.5	0	0	19	50	0	50	0	2	0	100	0	0	8	29
Total %	0	0	0	0	0	6.9	58.6	0	0	65.5	3.4	0	3.4	0	6.9	0	27.6	0	0	27.6	

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
07:45	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
08:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	0	1	11	0	0	12	0	0	1	0	1	0	4	0	0	4	17
% App. Total	0	0	0	0	0	8.3	91.7	0	0	12	0	0	100	0	8.3	0	100	0	0	47.1	23.5
PHF	.000	.000	.000	.000	.000	.250	.550	.000	.000	.600	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.850

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:30					07:00					07:15				
+0 mins.	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1
+15 mins.	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2
Total Volume	0	0	0	0	0	1	11	0	0	12	1	0	1	0	2	0	5	0	0	5
% App. Total	0	0	0	0	0	8.3	91.7	0	0	12	50	0	50	0	12	0	100	0	0	47.1
PHF	.00	.00	.00	.00	.000	.25	.55	.00	.00	.600	.25	.00	.25	.00	.500	.00	.62	.00	.00	.625
	0	0	0	0	0	0	0	0	0	.600	0	0	0	0	.500	0	5	0	0	.625

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - AM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Apprch % Total %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - PM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 1

## Groups Printed- Vehicles - Heavy Vehicles

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	8	28	0	0	36	0	0	33	1	34	0	55	0	0	55	125
16:15	0	0	0	0	0	4	25	0	0	29	2	0	42	0	44	0	43	0	0	43	116
16:30	0	0	0	0	0	9	32	0	0	41	3	0	50	0	53	0	71	0	0	71	165
16:45	0	0	0	0	0	10	34	0	1	45	3	0	67	0	70	0	73	0	0	73	188
<b>Total</b>	0	0	0	0	0	31	119	0	1	151	8	0	192	1	201	0	242	0	0	242	594
17:00	0	0	0	0	0	9	52	0	0	61	4	0	51	0	55	0	99	0	0	99	215
17:15	0	0	0	0	0	9	38	0	0	47	6	0	82	0	88	0	78	0	0	78	213
17:30	0	0	0	0	0	10	34	0	0	44	2	0	68	0	70	0	65	0	0	65	179
17:45	0	0	0	0	0	12	32	0	0	44	7	0	53	0	60	0	58	0	0	58	162
<b>Total</b>	0	0	0	0	0	40	156	0	0	196	19	0	254	0	273	0	300	0	0	300	769
Grand Total	0	0	0	0	0	71	275	0	1	347	27	0	446	1	474	0	542	0	0	542	1363
Apprch %	0	0	0	0	0	20.5	79.3	0	0.3		5.7	0	94.1	0.2		0	100	0	0		
Total %	0	0	0	0	0	5.2	20.2	0	0.1	25.5	2	0	32.7	0.1	34.8	0	39.8	0	0	39.8	
Vehicles	0	0	0	0	0	70	264	0	1	335	26	0	444	1	471	0	533	0	0	533	1339
% Vehicles	0	0	0	0	0	98.6	96	0	100	96.5	96.3	0	99.6	100	99.4	0	98.3	0	0	98.3	98.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	1.4	4	0	0	3.5	3.7	0	0.4	0	0.6	0	1.7	0	0	1.7	1.8

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	<b>10</b>	34	0	1	45	3	0	67	0	70	0	73	0	0	73	188
17:00	0	0	0	0	0	9	<b>52</b>	0	0	<b>61</b>	4	0	51	0	55	0	<b>99</b>	0	0	<b>99</b>	<b>215</b>
17:15	0	0	0	0	0	9	38	0	0	47	<b>6</b>	0	<b>82</b>	0	<b>88</b>	0	78	0	0	78	213
17:30	0	0	0	0	0	10	34	0	0	44	2	0	68	0	70	0	65	0	0	65	179
Total Volume	0	0	0	0	0	38	158	0	1	197	15	0	268	0	283	0	315	0	0	315	795
% App. Total	0	0	0	0	0	19.3	80.2	0	0.5		5.3	0	94.7	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.950	.760	.000	.250	.807	.625	.000	.817	.000	.804	.000	.795	.000	.000	.795	.924
Vehicles	0	0	0	0	0	38	153	0	1	192	15	0	268	0	283	0	307	0	0	307	782
% Vehicles							96.8	0	100	97.5	100	0	100	0	100	0	97.5	0	0	97.5	98.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	3.2	0	0	2.5	0	0	0	0	0	0	2.5	0	0	2.5	1.6

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - PM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 2

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:45					16:45					16:30					
+0 mins.	0	0	0	0	0	<b>10</b>	34	0	<b>1</b>	45	3	0	67	0	70	0	71	0	0	71	
+15 mins.	0	0	0	0	0	9	<b>52</b>	0	0	<b>61</b>	4	0	51	0	55	0	73	0	0	73	
+30 mins.	0	0	0	0	0	9	38	0	0	47	<b>6</b>	0	<b>82</b>	0	<b>88</b>	0	<b>99</b>	0	0	<b>99</b>	
+45 mins.	0	0	0	0	0	10	34	0	0	44	2	0	68	0	70	0	78	0	0	78	
Total Volume	0	0	0	0	0	38	158	0	1	197	15	0	268	0	283	0	321	0	0	321	
% App. Total	0	0	0	0	0	19.3	80.2	0	0.5		5.3	0	94.7	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.950	.760	.000	.250	.807	.625	.000	.817	.000	.804	.000	.811	.000	.000	.811	
Vehicles	0	0	0	0	0	38	153	0	1	192	15	0	268	0	283	0	315	0	0	315	
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	
% Heavy Vehicles	0	0	0	0	0	0	3.2	0	0	2.5	0	0	0	0	0	0	1.9	0	0	1.9	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - PM

Site Code : 2

Start Date : 12/19/2019

Page No : 3

Groups Printed- Vehcles

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	8	28	0	0	36	0	0	33	1	34	0	55	0	0	55	125
16:15	0	0	0	0	0	4	23	0	0	27	2	0	41	0	43	0	42	0	0	42	112
16:30	0	0	0	0	0	8	29	0	0	37	3	0	50	0	53	0	71	0	0	71	161
16:45	0	0	0	0	0	10	34	0	1	45	3	0	67	0	70	0	71	0	0	71	186
<b>Total</b>	0	0	0	0	0	30	114	0	1	145	8	0	191	1	200	0	239	0	0	239	584
17:00	0	0	0	0	0	9	50	0	0	59	4	0	51	0	55	0	96	0	0	96	210
17:15	0	0	0	0	0	9	35	0	0	44	6	0	82	0	88	0	77	0	0	77	209
17:30	0	0	0	0	0	10	34	0	0	44	2	0	68	0	70	0	63	0	0	63	177
17:45	0	0	0	0	0	12	31	0	0	43	6	0	52	0	58	0	58	0	0	58	159
<b>Total</b>	0	0	0	0	0	40	150	0	0	190	18	0	253	0	271	0	294	0	0	294	755
Grand Total	0	0	0	0	0	70	264	0	1	335	26	0	444	1	471	0	533	0	0	533	1339
Apprch %	0	0	0	0	0	20.9	78.8	0	0.3		5.5	0	94.3	0.2		0	100	0	0		
Total %	0	0	0	0	0	5.2	19.7	0	0.1	25	1.9	0	33.2	0.1	35.2	0	39.8	0	0	39.8	

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	10	34	0	1	45	3	0	67	0	70	0	71	0	0	71	186
17:00	0	0	0	0	0	9	50	0	0	59	4	0	51	0	55	0	96	0	0	96	210
17:15	0	0	0	0	0	9	35	0	0	44	6	0	82	0	88	0	77	0	0	77	209
17:30	0	0	0	0	0	10	34	0	0	44	2	0	68	0	70	0	63	0	0	63	177
Total Volume	0	0	0	0	0	38	153	0	1	192	15	0	268	0	283	0	307	0	0	307	782
% App. Total	0	0	0	0	0	19.8	79.7	0	0.5		5.3	0	94.7	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.950	.765	.000	.250	.814	.625	.000	.817	.000	.804	.000	.799	.000	.000	.799	.931

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00					16:45					16:45					16:30				
+0 mins.	0	0	0	0	0	10			1		4	0	51	0	55	0	71	0	0	71
+15 mins.	0	0	0	0	0	9	50	0	0	59	6	0	82	0	88	0	96	0	0	96
+30 mins.	0	0	0	0	0	9	35	0	0	44	6	0	82	0	88	0	77	0	0	77
+45 mins.	0	0	0	0	0	10	34	0	0	44	2	0	68	0	70	0	77	0	0	77
Total Volume	0	0	0	0	0	38	153	0	1	192	15	0	268	0	283	0	315	0	0	315
% App. Total	0	0	0	0	0	19.8	79.7	0	0.5		5.3	0	94.7	0		0	100	0	0	
PHF	.00	.00	.00	.00	.000	.95	.76	.00	.25	.814	.62	.00	.81	.00	.804	.00	.82	.00	.00	.820
	0	0	0	0		0	5	0	0		5	0	7	0		0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - PM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
16:30	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>10</b>
17:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
17:45	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>14</b>
Grand Total	0	0	0	0	0	1	11	0	0	12	1	0	2	0	3	0	9	0	0	9	24
Approch %	0	0	0	0	0	8.3	91.7	0	0		33.3	0	66.7	0		0	100	0	0		
Total %	0	0	0	0	0	4.2	45.8	0	0	50	4.2	0	8.3	0	12.5	0	37.5	0	0	37.5	

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
16:30	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
17:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total Volume	0	0	0	0	0	1	7	0	0	8	0	0	1	0	1	0	6	0	0	6	15
% App. Total	0	0	0	0	0	12.5	87.5	0	0		0	0	100	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.583	.000	.000	.500	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.750

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00					16:30					17:00					16:45				
+0 mins.	0	0	0	0	0	1	3			4										
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
+30 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	2	0	0	2
Total Volume	0	0	0	0	0	1	8	0	0	9	1	0	1	0	2	0	8	0	0	8
% App. Total	0	0	0	0	0	11.1	88.9	0	0		50	0	50	0		0	100	0	0	
PHF	.00	.00	.00	.00	.000	.25	.66	.00	.00	.563	.25	.00	.25	.00	.250	.00	.66	.00	.00	.667

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - PM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Apprch %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 16:00																						
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00					16:00									
+0 mins.	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
+15 mins.	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
+30 mins.	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
+45 mins.	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
<b>Total Volume</b>	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
<b>% App. Total</b>	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
<b>PHF</b>	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - AM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	28	0	0	28	0	0	0	0	0	22	9	0	0	31	0	43	0	0	43	102
07:15	0	38	0	0	38	0	0	0	0	0	18	5	0	0	23	0	46	0	0	46	107
07:30	0	29	0	0	29	0	0	0	0	0	14	6	0	0	20	0	35	0	0	35	84
07:45	0	22	0	0	22	0	0	0	0	0	13	10	0	0	23	0	32	0	0	32	77
<b>Total</b>	0	117	0	0	117	0	0	0	0	0	67	30	0	0	97	0	156	0	0	156	370
08:00	0	20	0	0	20	0	0	0	0	0	11	5	0	0	16	0	41	0	0	41	77
08:15	0	11	0	0	11	0	0	0	0	0	9	6	0	0	15	0	34	0	0	34	60
08:30	0	19	0	0	19	0	0	0	0	0	8	5	0	0	13	1	37	0	0	38	70
08:45	0	7	0	0	7	0	0	0	0	0	7	4	0	0	11	0	33	0	0	33	51
<b>Total</b>	0	57	0	0	57	0	0	0	0	0	35	20	0	0	55	1	145	0	0	146	258
Grand Total	0	174	0	0	174	0	0	0	0	0	102	50	0	0	152	1	301	0	0	302	628
Apprch %	0	100	0	0		0	0	0	0		67.1	32.9	0	0		0.3	99.7	0	0		
Total %	0	27.7	0	0	27.7	0	0	0	0	0	16.2	8	0	0	24.2	0.2	47.9	0	0	48.1	
Vehicles	0	172	0	0	172	0	0	0	0	0	101	49	0	0	150	1	300	0	0	301	623
% Vehicles	0	98.9	0	0	98.9	0	0	0	0	0	99	98	0	0	98.7	100	99.7	0	0	99.7	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	1.1	0	0	1.1	0	0	0	0	0	1	2	0	0	1.3	0	0.3	0	0	0.3	0.8

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	28	0	0	28	0	0	0	0	0	<b>22</b>	9	0	0	<b>31</b>	0	43	0	0	43	102
07:15	0	<b>38</b>	0	0	<b>38</b>	0	0	0	0	0	18	5	0	0	23	0	<b>46</b>	0	0	<b>46</b>	<b>107</b>
07:30	0	29	0	0	29	0	0	0	0	0	14	6	0	0	20	0	35	0	0	35	84
07:45	0	22	0	0	22	0	0	0	0	0	13	<b>10</b>	0	0	23	0	32	0	0	32	77
Total Volume	0	117	0	0	117	0	0	0	0	0	67	30	0	0	97	0	156	0	0	156	370
% App. Total	0	100	0	0		0	0	0	0		69.1	30.9	0	0		0	100	0	0		
PHF	.000	.770	.000	.000	.770	.000	.000	.000	.000	.000	.761	.750	.000	.000	.782	.000	.848	.000	.000	.848	.864
Vehicles	0	115	0	0	115	0	0	0	0	0	67	29	0	0	96	0	155	0	0	155	366
% Vehicles		98.3	0	0	98.3	0	0	0	0	0	100	96.7	0	0	99.0	0	99.4	0	0	99.4	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	1.7	0	0	1.7	0	0	0	0	0	0	3.3	0	0	1.0	0	0.6	0	0	0.6	1.1



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - AM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 2

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					07:00					07:00					07:00					
+0 mins.	0	28	0	0	28	0	0	0	0	0	22	9	0	0	31	0	43	0	0	43	
+15 mins.	0	38	0	0	38	0	0	0	0	0	18	5	0	0	23	0	46	0	0	46	
+30 mins.	0	29	0	0	29	0	0	0	0	0	14	6	0	0	20	0	35	0	0	35	
+45 mins.	0	22	0	0	22	0	0	0	0	0	13	10	0	0	23	0	32	0	0	32	
Total Volume	0	117	0	0	117	0	0	0	0	0	67	30	0	0	97	0	156	0	0	156	
% App. Total	0	100	0	0		0	0	0	0		69.1	30.9	0	0		0	100	0	0		
PHF	.000	.770	.000	.000	.770	.000	.000	.000	.000	.000	.761	.750	.000	.000	.782	.000	.848	.000	.000	.848	
Vehicles	0	115	0	0	115	0	0	0	0	0	67	29	0	0	96	0	155	0	0	155	
% Vehicles																					
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	
% Heavy Vehicles	0	1.7	0	0	1.7	0	0	0	0	0	0	3.3	0	0	1	0	0.6	0	0	0.6	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - AM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	27	0	0	27	0	0	0	0	0	22	8	0	0	30	0	43	0	0	43	100
07:15	0	38	0	0	38	0	0	0	0	0	18	5	0	0	23	0	45	0	0	45	106
07:30	0	28	0	0	28	0	0	0	0	0	14	6	0	0	20	0	35	0	0	35	83
07:45	0	22	0	0	22	0	0	0	0	0	13	10	0	0	23	0	32	0	0	32	77
<b>Total</b>	0	115	0	0	115	0	0	0	0	0	67	29	0	0	96	0	155	0	0	155	366
08:00	0	20	0	0	20	0	0	0	0	0	11	5	0	0	16	0	41	0	0	41	77
08:15	0	11	0	0	11	0	0	0	0	0	9	6	0	0	15	0	34	0	0	34	60
08:30	0	19	0	0	19	0	0	0	0	0	7	5	0	0	12	1	37	0	0	38	69
08:45	0	7	0	0	7	0	0	0	0	0	7	4	0	0	11	0	33	0	0	33	51
<b>Total</b>	0	57	0	0	57	0	0	0	0	0	34	20	0	0	54	1	145	0	0	146	257
Grand Total	0	172	0	0	172	0	0	0	0	0	101	49	0	0	150	1	300	0	0	301	623
Apprch %	0	100	0	0		0	0	0	0	0	67.3	32.7	0	0		0.3	99.7	0	0		
Total %	0	27.6	0	0	27.6	0	0	0	0	0	16.2	7.9	0	0	24.1	0.2	48.2	0	0	48.3	

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	27	0	0	27	0	0	0	0	0	22	8	0	0	30	0	43	0	0	43	100
07:15	0	38	0	0	38	0	0	0	0	0	18	5	0	0	23	0	45	0	0	45	106
07:30	0	28	0	0	28	0	0	0	0	0	14	6	0	0	20	0	35	0	0	35	83
07:45	0	22	0	0	22	0	0	0	0	0	13	10	0	0	23	0	32	0	0	32	77
Total Volume	0	115	0	0	115	0	0	0	0	0	67	29	0	0	96	0	155	0	0	155	366
% App. Total	0	100	0	0		0	0	0	0	0	69.8	30.2	0	0		0	100	0	0		
PHF	.000	.757	.000	.000	.757	.000	.000	.000	.000	.000	.761	.725	.000	.000	.800	.000	.861	.000	.000	.861	.863

	07:00					07:00					07:00					PHF					
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total						
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
+0 mins.	0	27	0	0	27	0	0	0	0	0	22	5	0	0	27	0	45	0	0	45	
+15 mins.	0	38	0	0	38	0	0	0	0	0	18	6	0	0	24	0	35	0	0	35	
+30 mins.	0	28	0	0	28	0	0	0	0	0	14	10	0	0	24	0	32	0	0	32	
+45 mins.	0	22	0	0	22	0	0	0	0	0	13	8	0	0	21	0	32	0	0	32	
Total Volume	0	115	0	0	115	0	0	0	0	0	67	29	0	0	96	0	155	0	0	155	
% App. Total	0	100	0	0		0	0	0	0	0	69.8	30.2	0	0		0	100	0	0		
PHF	.00	.75	.00	.00	.757	.00	.00	.00	.00	.000	.76	.72	.00	.00	.800	.00	.86	.00	.00	.861	
	0	7	0	0		0	0	0	0		1	5	0	0		0	1	0	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - AM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
07:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
<b>Grand Total</b>	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	1	0	0	0	0	5
<b>Apprch %</b>	0	100	0	0		0	0	0	0		50	50	0	0		0	100	0	0			
<b>Total %</b>	0	40	0	0	40	0	0	0	0	0	20	20	0	0	40	0	20	0	0	20		

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
<b>Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1</b>																						
<b>Peak Hour for Entire Intersection Begins at 07:00</b>																						
07:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	4
<b>% App. Total</b>	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0			
<b>PHF</b>	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.500	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	07:00					07:00					07:00					07:00						
<b>+0 mins.</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
<b>+15 mins.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
<b>+30 mins.</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>+45 mins.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1
<b>% App. Total</b>	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0			
<b>PHF</b>	.00	.50	.00	.00	.500	.00	.00	.00	.00	.000	.00	.25	.00	.00	.250	.00	.25	.00	.00	.250	.500	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - AM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Apprch % Total %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00																						
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00									
+0 mins.	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
+15 mins.	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
+30 mins.	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
+45 mins.	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
<b>Total Volume</b>	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
<b>% App. Total</b>	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
<b>PHF</b>	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - PM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	8	0	0	8	0	0	0	0	0	30	29	0	0	59	1	24	0	0	25	92
16:15	0	4	0	0	4	0	0	0	0	0	36	47	0	0	83	2	25	0	0	27	114
16:30	0	11	0	0	11	0	0	0	0	0	38	52	0	0	90	2	21	0	0	23	124
16:45	0	8	0	0	8	0	0	0	0	0	36	65	0	0	101	1	20	0	0	21	130
<b>Total</b>	0	31	0	0	31	0	0	0	0	0	140	193	0	0	333	6	90	0	0	96	460
17:00	0	9	0	0	9	0	0	0	0	0	56	63	0	0	119	0	25	0	0	25	153
17:15	0	5	0	0	5	0	0	0	0	0	70	81	0	0	151	2	24	0	0	26	182
17:30	0	9	0	0	9	0	0	0	0	0	55	77	0	0	132	0	26	0	0	26	167
17:45	0	13	0	0	13	0	0	0	0	0	36	52	0	0	88	0	24	0	0	24	125
<b>Total</b>	0	36	0	0	36	0	0	0	0	0	217	273	0	0	490	2	99	0	0	101	627
Grand Total	0	67	0	0	67	0	0	0	0	0	357	466	0	0	823	8	189	0	0	197	1087
Apprch %	0	100	0	0		0	0	0	0		43.4	56.6	0	0		4.1	95.9	0	0		
Total %	0	6.2	0	0	6.2	0	0	0	0	0	32.8	42.9	0	0	75.7	0.7	17.4	0	0	18.1	
Vehicles	0	66	0	0	66	0	0	0	0	0	357	465	0	0	822	8	188	0	0	196	1084
% Vehicles	0	98.5	0	0	98.5	0	0	0	0	0	100	99.8	0	0	99.9	100	99.5	0	0	99.5	99.7
Heavy Vehicles																					
% Heavy Vehicles	0	1.5	0	0	1.5	0	0	0	0	0	0	0.2	0	0	0.1	0	0.5	0	0	0.5	0.3

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	8	0	0	8	0	0	0	0	0	36	65	0	0	101	1	20	0	0	21	130
17:00	0	9	0	0	9	0	0	0	0	0	56	63	0	0	119	0	25	0	0	25	153
17:15	0	5	0	0	5	0	0	0	0	0	70	81	0	0	151	2	24	0	0	26	182
17:30	0	9	0	0	9	0	0	0	0	0	55	77	0	0	132	0	26	0	0	26	167
Total Volume	0	31	0	0	31	0	0	0	0	0	217	286	0	0	503	3	95	0	0	98	632
% App. Total	0	100	0	0		0	0	0	0		43.1	56.9	0	0		3.1	96.9	0	0		
PHF	.000	.861	.000	.000	.861	.000	.000	.000	.000	.000	.775	.883	.000	.000	.833	.375	.913	.000	.000	.942	.868
Vehicles	0	31	0	0	31	0	0	0	0	0	217	286	0	0	503	3	95	0	0	98	632
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - PM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 2

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	17:00					16:00					16:45					17:00					
+0 mins.	0	9	0	0	9	0	0	0	0	0	36	65	0	0	101	0	25	0	0	25	
+15 mins.	0	5	0	0	5	0	0	0	0	0	56	63	0	0	119	2	24	0	0	26	
+30 mins.	0	9	0	0	9	0	0	0	0	0	70	81	0	0	151	0	26	0	0	26	
+45 mins.	0	13	0	0	13	0	0	0	0	0	55	77	0	0	132	0	24	0	0	24	
Total Volume	0	36	0	0	36	0	0	0	0	0	217	286	0	0	503	2	99	0	0	101	
% App. Total	0	100	0	0		0	0	0	0		43.1	56.9	0	0		2	98	0	0		
PHF	.000	.692	.000	.000	.692	.000	.000	.000	.000	.000	.775	.883	.000	.000	.833	.250	.952	.000	.000	.971	
Vehicles	0	36	0	0	36	0	0	0	0	0	217	286	0	0	503	2	99	0	0	101	
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - PM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	8	0	0	8	0	0	0	0	0	30	29	0	0	59	1	24	0	0	25	92
16:15	0	4	0	0	4	0	0	0	0	0	36	46	0	0	82	2	25	0	0	27	113
16:30	0	10	0	0	10	0	0	0	0	0	38	52	0	0	90	2	20	0	0	22	122
16:45	0	8	0	0	8	0	0	0	0	0	36	65	0	0	101	1	20	0	0	21	130
<b>Total</b>	0	30	0	0	30	0	0	0	0	0	140	192	0	0	332	6	89	0	0	95	457
17:00	0	9	0	0	9	0	0	0	0	0	56	63	0	0	119	0	25	0	0	25	153
17:15	0	5	0	0	5	0	0	0	0	0	70	81	0	0	151	2	24	0	0	26	182
17:30	0	9	0	0	9	0	0	0	0	0	55	77	0	0	132	0	26	0	0	26	167
17:45	0	13	0	0	13	0	0	0	0	0	36	52	0	0	88	0	24	0	0	24	125
<b>Total</b>	0	36	0	0	36	0	0	0	0	0	217	273	0	0	490	2	99	0	0	101	627
Grand Total	0	66	0	0	66	0	0	0	0	0	357	465	0	0	822	8	188	0	0	196	1084
Apprch %	0	100	0	0		0	0	0	0	0	43.4	56.6	0	0		4.1	95.9	0	0		
Total %	0	6.1	0	0	6.1	0	0	0	0	0	32.9	42.9	0	0	75.8	0.7	17.3	0	0	18.1	

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	8	0	0	8	0	0	0	0	0	36	65	0	0	101	1	20	0	0	21	130
17:00	0	9	0	0	9	0	0	0	0	0	56	63	0	0	119	0	25	0	0	25	153
17:15	0	5	0	0	5	0	0	0	0	0	<b>70</b>	<b>81</b>	0	0	<b>151</b>	<b>2</b>	24	0	0	<b>26</b>	<b>182</b>
17:30	0	9	0	0	9	0	0	0	0	0	55	77	0	0	132	0	<b>26</b>	0	0	26	167
Total Volume	0	31	0	0	31	0	0	0	0	0	217	286	0	0	503	3	95	0	0	98	632
% App. Total	0	100	0	0		0	0	0	0	0	43.1	56.9	0	0		3.1	96.9	0	0		
PHF	.000	.861	.000	.000	.861	.000	.000	.000	.000	.000	.775	.883	.000	.000	.833	.375	.913	.000	.000	.942	.868

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00					16:00					16:45					17:00				
+0 mins.	0	9	0	0	9	0	0	0	0	0	36	65	0	0	101	0	25	0	0	25
+15 mins.	0	5	0	0	5	0	0	0	0	0	56	63	0	0	119	<b>2</b>				<b>26</b>
+30 mins.	0	9	0	0	9	0	0	0	0	0	<b>70</b>	<b>81</b>	0	0	<b>151</b>	0	<b>26</b>	0	0	26
+45 mins.	0	<b>13</b>	0	0	<b>13</b>	0	0	0	0	0	55	77	0	0	132	0	24	0	0	24
Total Volume	0	36	0	0	36	0	0	0	0	0	217	286	0	0	503	2	99	0	0	101
% App. Total	0	100	0	0		0	0	0	0	0	43.	56.	0	0		2	98	0	0	
											1	9	0	0						
PHF	.00	.69	.00	.00	.692	.00	.00	.00	.00	.000	.77	.88	.00	.00	.833	.25	.95	.00	.00	.971
	0	2	0	0		0	0	0	0		5	3	0	0		0	2	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - PM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	0	33.3	0	0	33.3	0	0	0	0	0	0	33.3	0	0	33.3	0	33.3	0	0	33.3	

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
<b>Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 16:00</b>																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.375

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	16:00					16:00					16:00					16:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1
+30 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000	.00	.25	.00	.00	.250	.00	.25	.00	.00	.250	



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - PM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Apprch % Total %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 16:00																						
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000

## **Distribution Worksheets**

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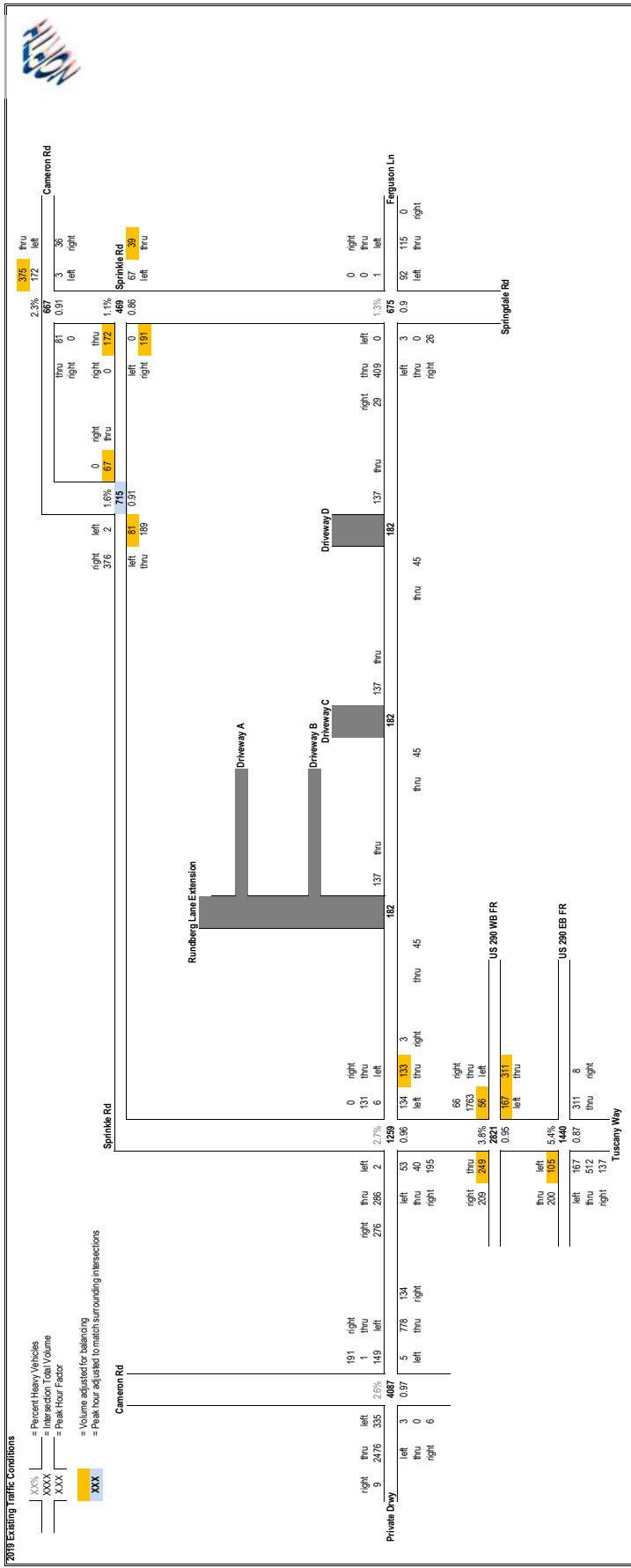
# Premiere Logistics Park TIA

DISTRIBUTION SPREADSHEET

AM Peak

## 2018 Existing Traffic Conditions

- XXX% = Percent Heavy Vehicles
- XXXX = Intersection Total Volume
- XXX = Peak Hour Factor
- XXX = Volume adjusted for balancing
- XXX = Peak hour adjusted to match surrounding intersections

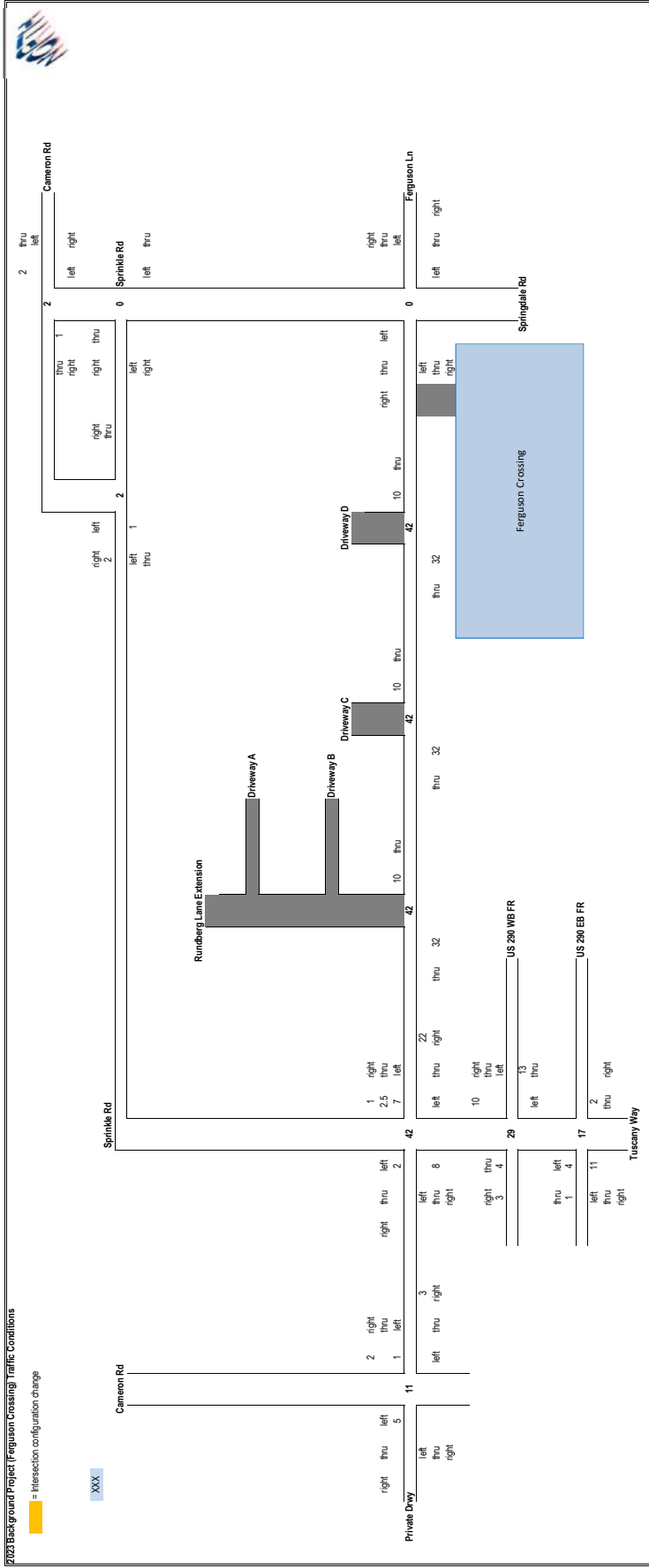


**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

2022 Background Project (Ferguson Crossing) Traffic Conditions

XXX = Intersection configuration change



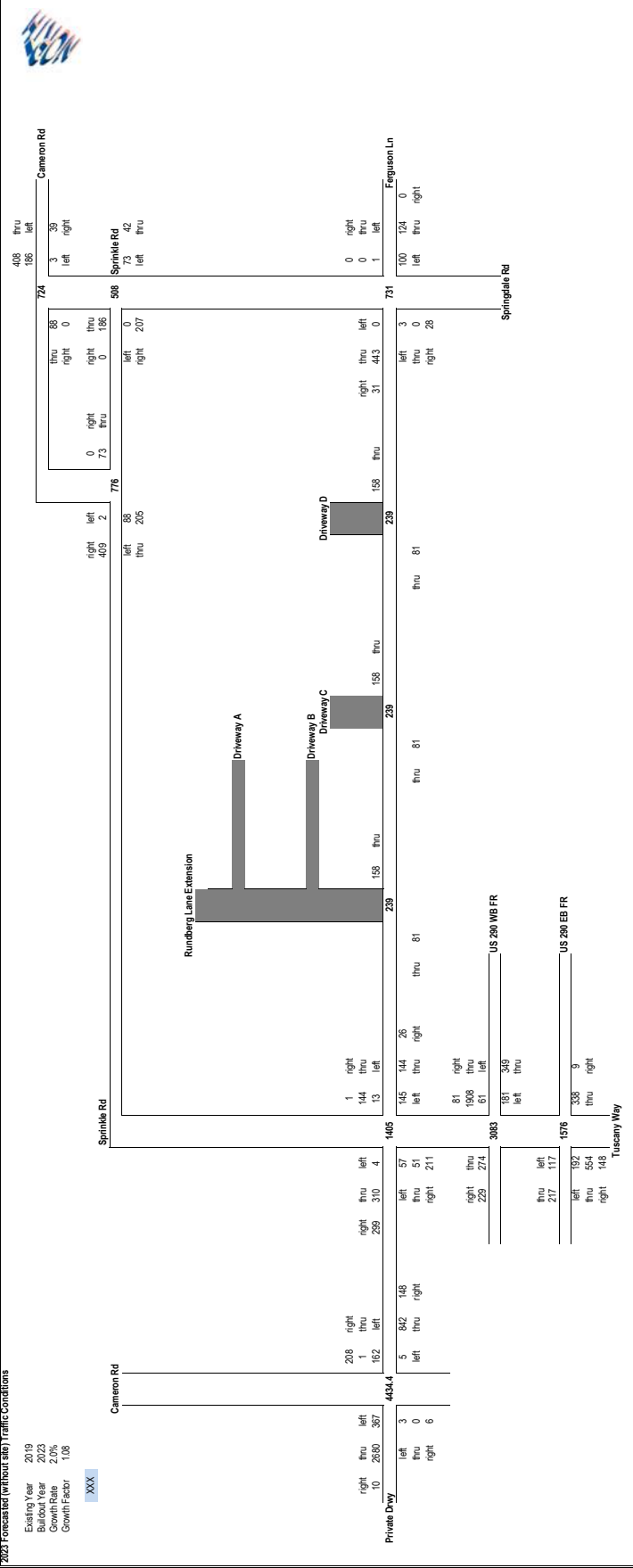
**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

2028 Forecast (with site) Traffic Conditions

Existing Year 2019  
Buildout Year 2023  
Growth Factor 1.2%  
Growth Factor 1.0%

XXX



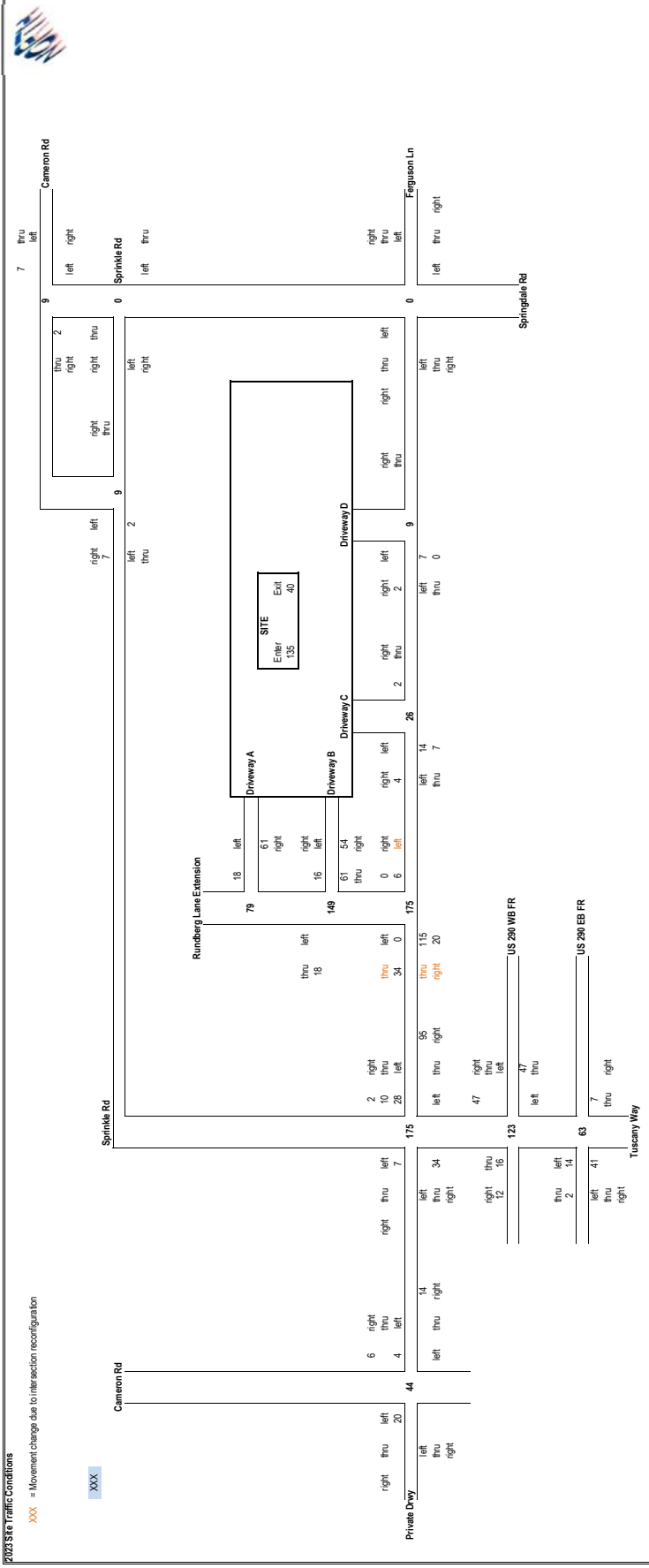
**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

**2025 Site Traffic Conditions**

XXX = Movement change due to intersection reconfiguration

XXX

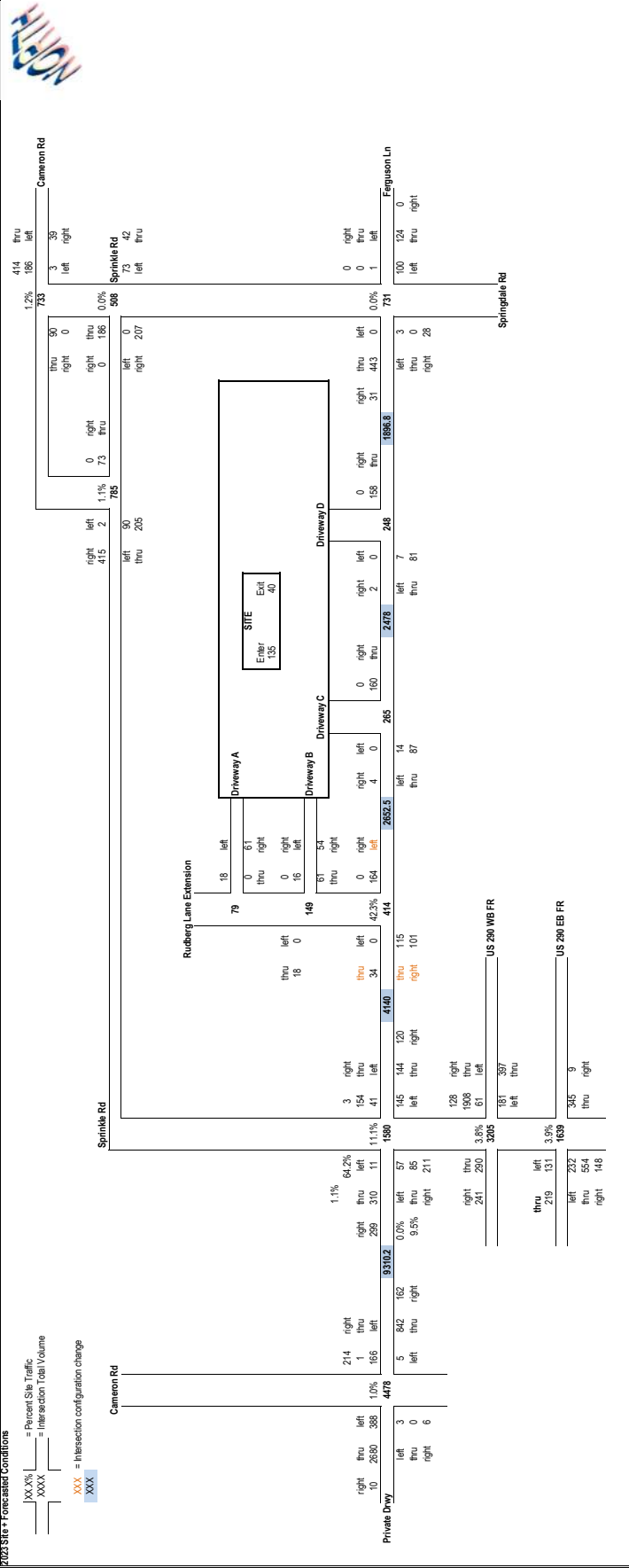


**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

**2025 Site Forecast Conditions**

XXX% = Percent Site Traffic  
 XXXX = Intersection Total Volume  
 XXX = Intersection configuration change





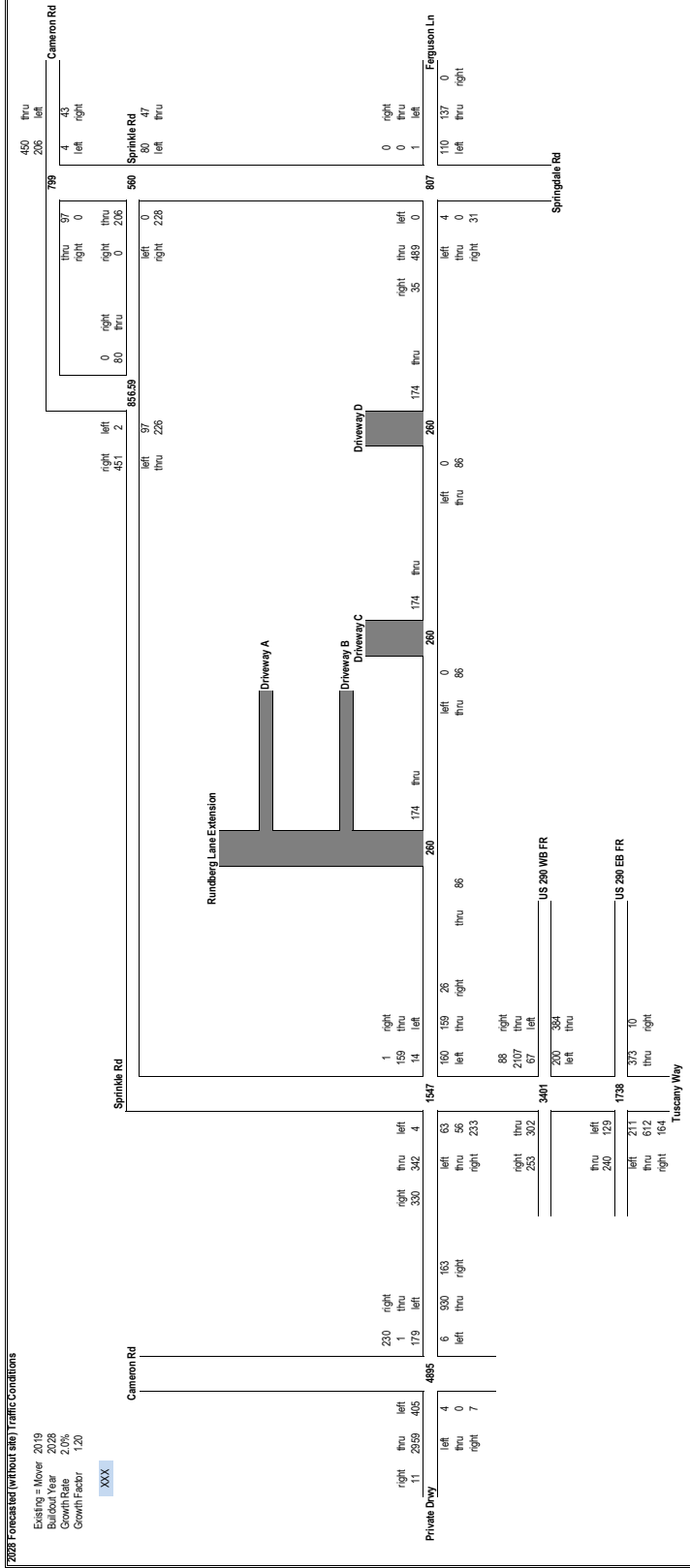
**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

2028 Forecast (without site) Traffic Conditions

Existing - Mover 2019  
Buildout Year 2028  
Construction 1.0%  
Growth Factor 1.20

XXX



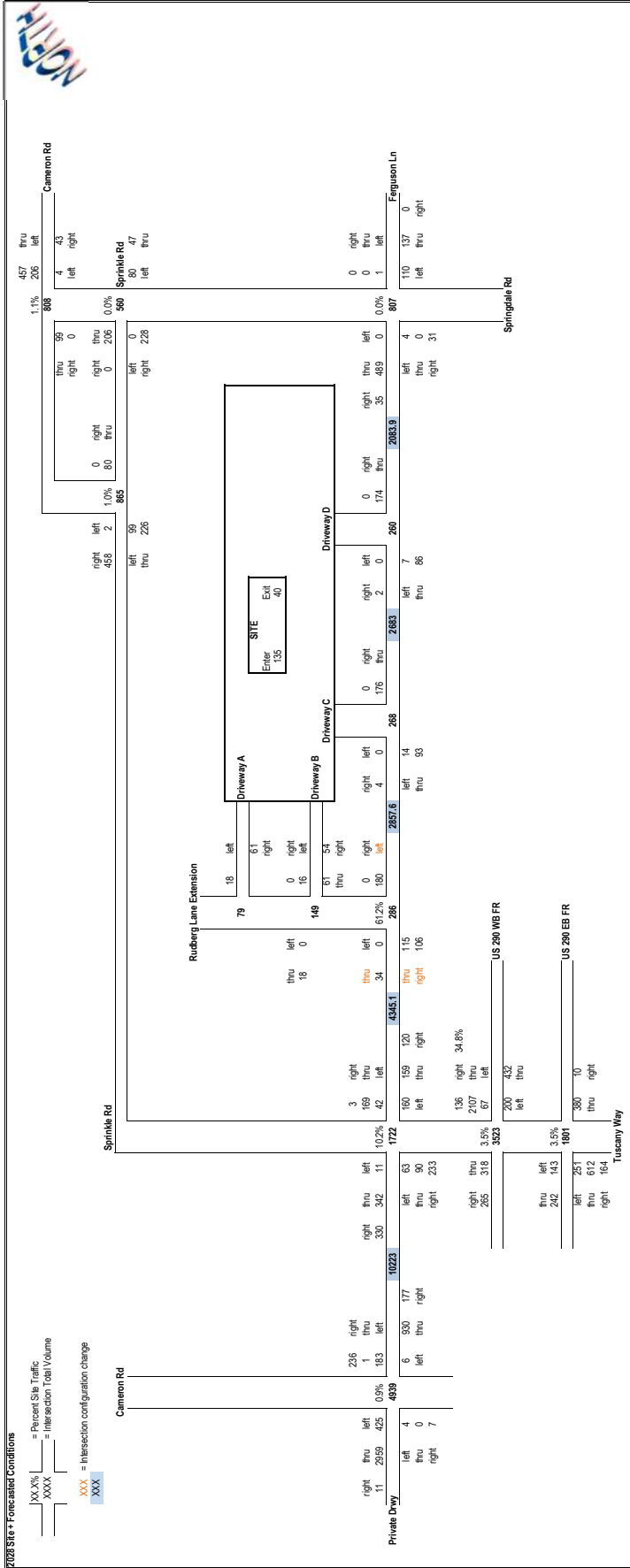
Premier Logistics Park TIA

DISTRIBUTION SPREADSHEET

AM Peak

2025 Site Forecast Conditions

[XXX%] = Percent Site Traffic  
 XXXX = Intersection Total Volume  
 XXX = Intersection configuration change



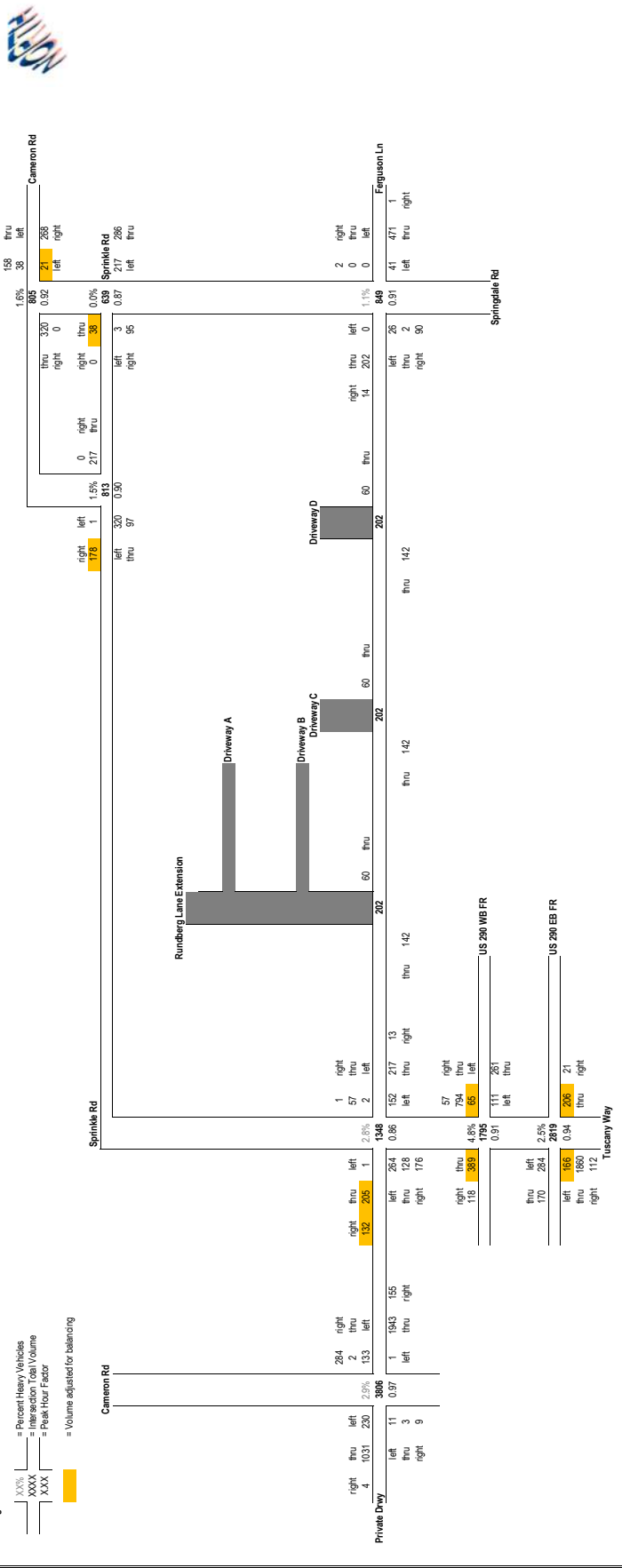
Premiere Logistics Park TIA

DISTRIBUTION SPREADSHEET

PM Peak

2018 Existing Traffic Conditions

- XXX% = Percent Heavy Vehicles
- XXXX = Intersection Total Volume
- XXX = Peak Hour Factor
- Volume adjusted for balancing

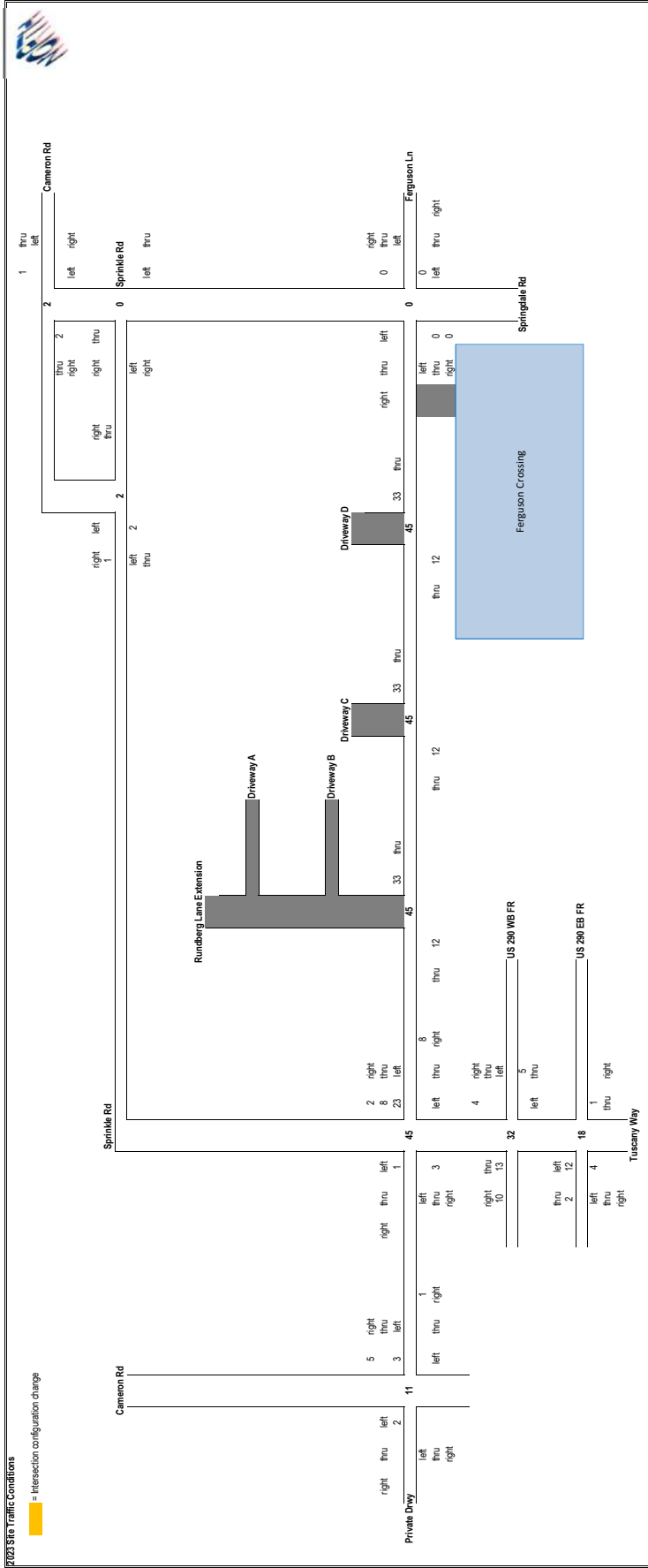


**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

**2025 Site Traffic Conditions**

= Intersection configuration change

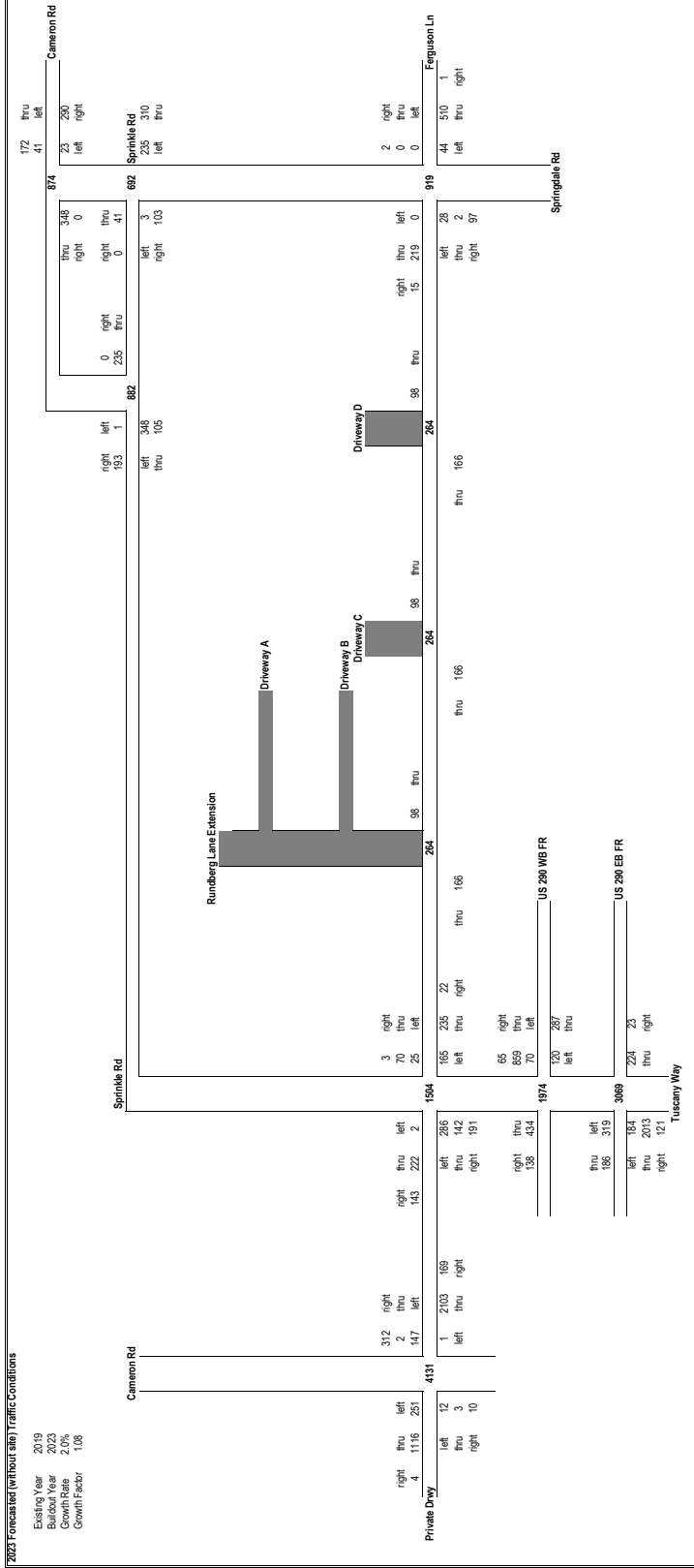


**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

PM Peak

2028 Forecast (with site) Traffic Conditions

Existing Year 2019  
Buildout Year 2023  
Growth Factor 1.2%  
Growth Factor 1.0%

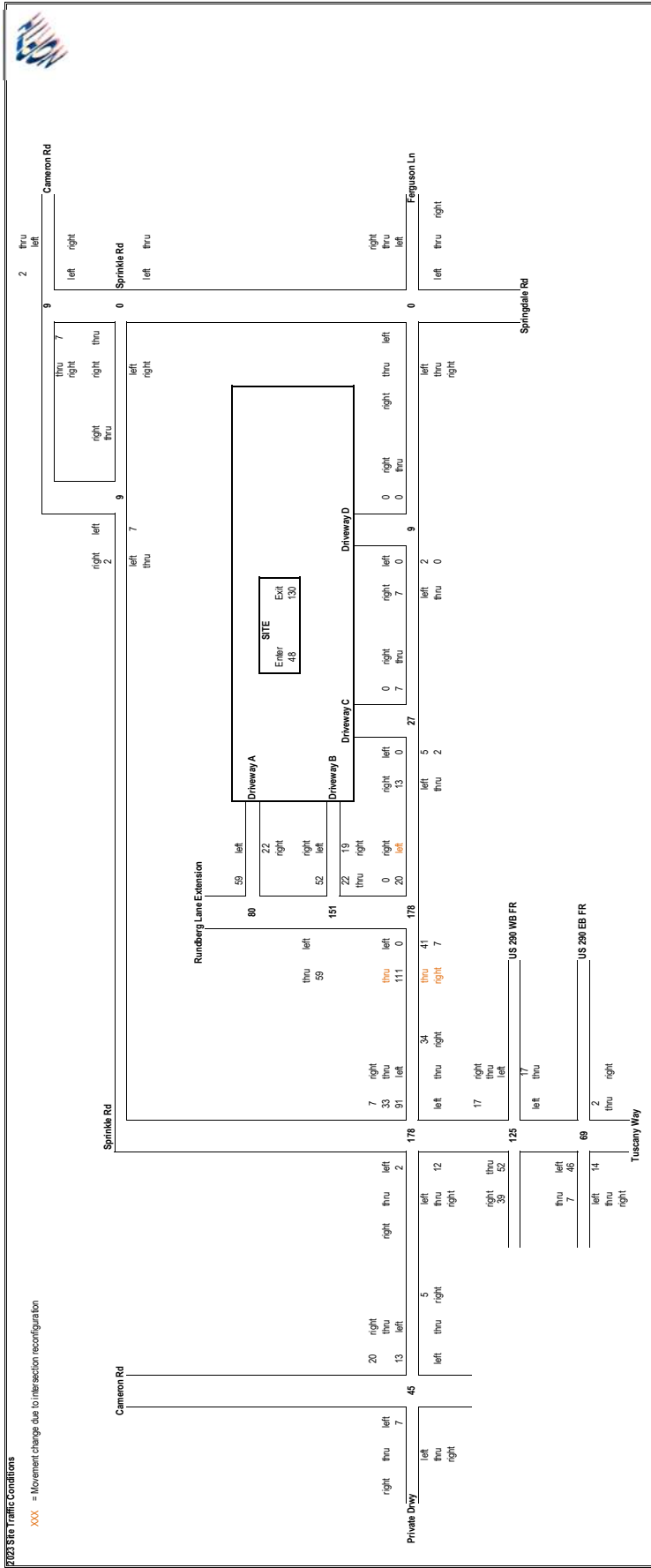


**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

PM Peak

**2025 Site Traffic Conditions**

XXX = Movement change due to intersection reconfiguration



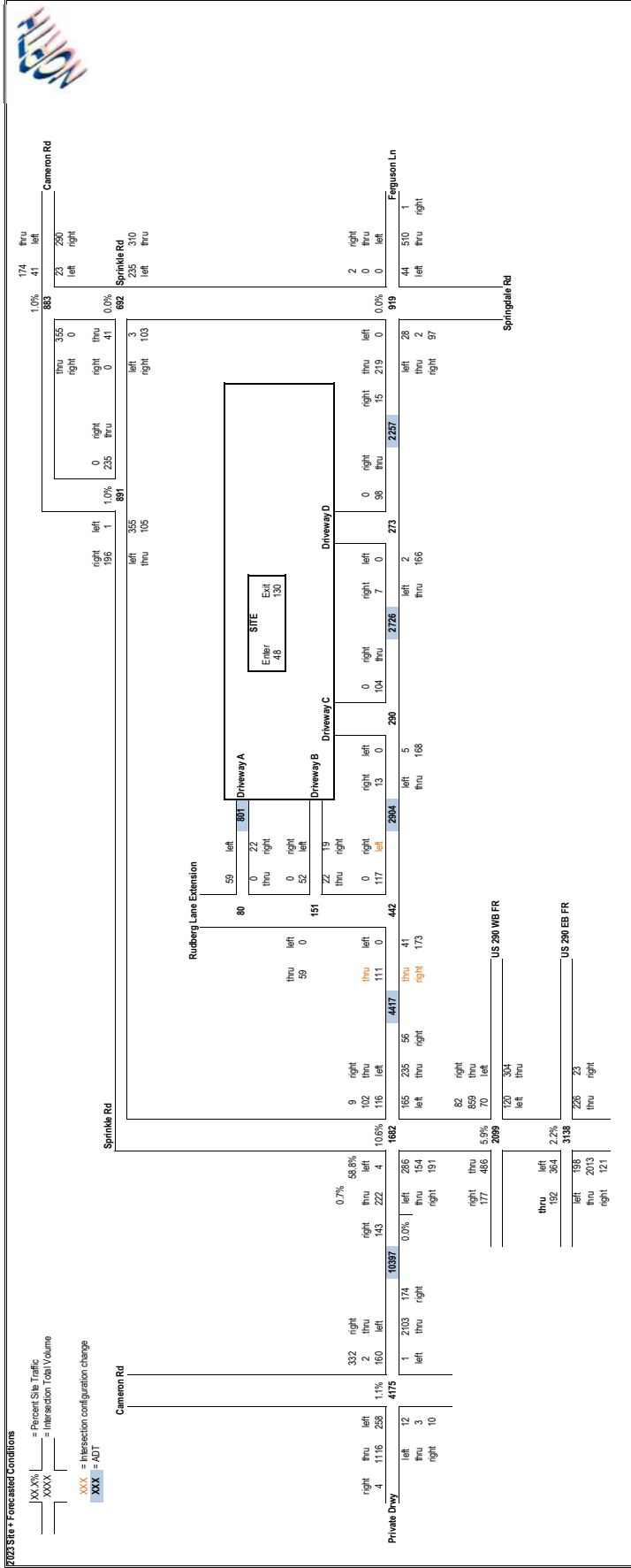
Premier Logistics Park TIA

DISTRIBUTION SPREADSHEET

PM Peak

2025 Site Forecast Conditions

- XXXX = Percent Site Traffic
- XXXX = Intersection Total Volume
- XXX = Intersection configuration change
- XXX = ADT

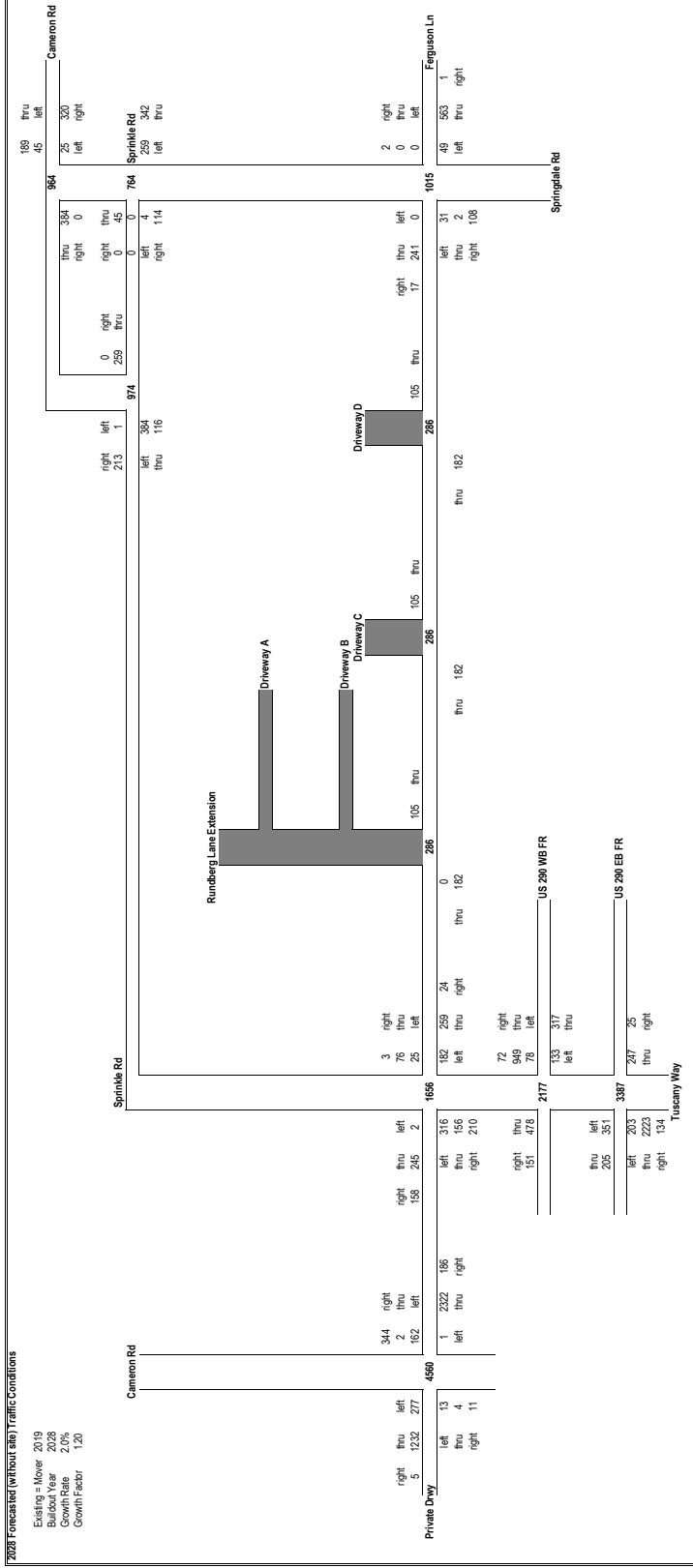


**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

PM Peak

2028 Forecast (without site) Traffic Conditions

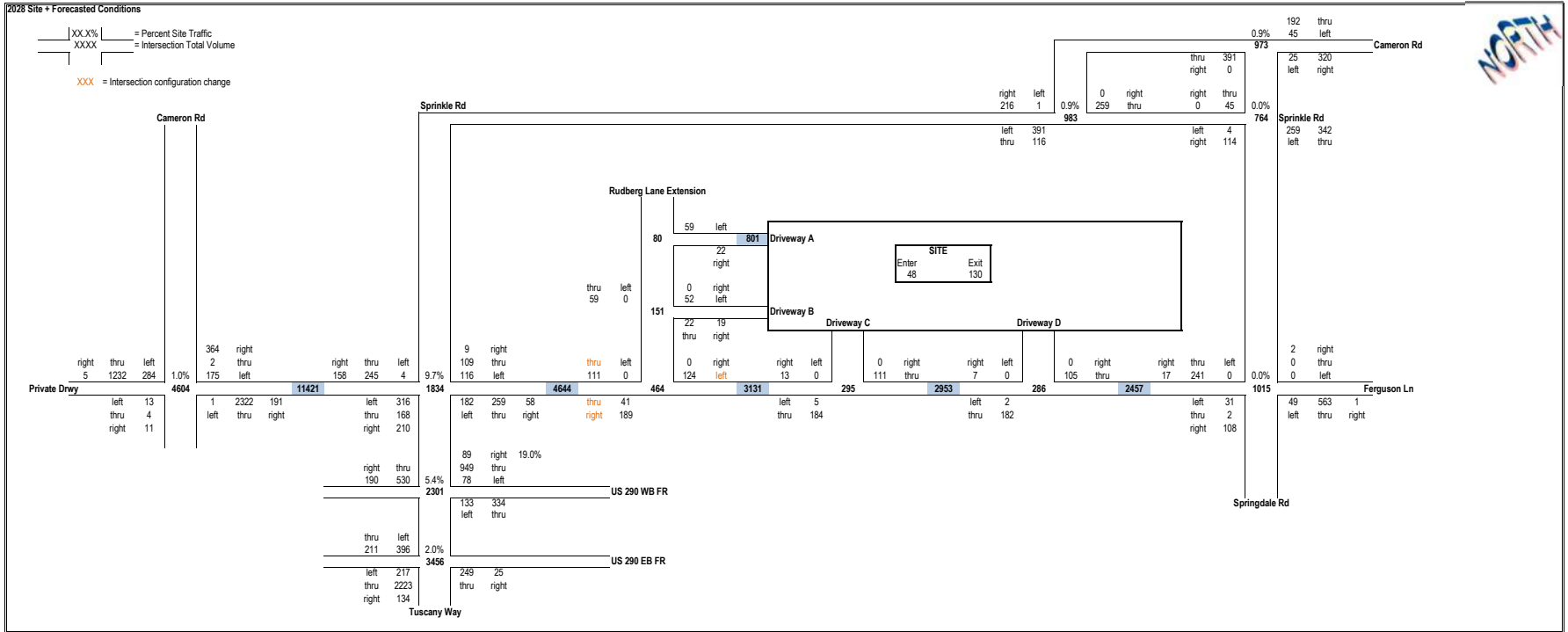
Existing - Mover 2019  
Buildout Year 2028  
Construction 1.0%  
Growth Factor 1.20





**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

PM Peak



TA - 121

## **Intersection Analysis**

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Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2019 Existing AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	56	1763	66	167	311	0	0	249	209
Future Volume (vph)	0	0	0	56	1763	66	167	311	0	0	249	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.995							0.931
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4963	0	1736	3471	0	0	3232	0
Flt Permitted				0.950			0.220					
Satd. Flow (perm)	0	0	0	1736	4963	0	402	3471	0	0	3232	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					5							146
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	58	1836	69	190	353	0	0	259	218
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	58	1905	0	190	353	0	0	477	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2019 Existing AM Peak

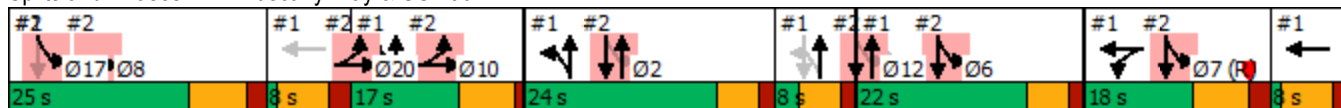


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								22.0
Total Split (%)				13.8%								16.9%
Maximum Green (s)				10.5								16.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				13.9	54.9		56.6	42.9				23.4
Actuated g/C Ratio				0.11	0.42		0.44	0.33				0.18
v/c Ratio				0.31	0.91		0.37	0.31				0.68
Control Delay				61.1	43.2		3.0	3.9				39.4
Queue Delay				0.0	0.0		0.7	0.6				0.0
Total Delay				61.1	43.2		3.7	4.5				39.4
LOS				E	D		A	A				D
Approach Delay					43.7			4.2				39.4
Approach LOS					D			A				D
Queue Length 50th (ft)				47	568		2	6				136
Queue Length 95th (ft)				94	#686		2	7				198
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				185	2097		545	1108				767
Starvation Cap Reductn				0	0		149	408				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.31	0.91		0.48	0.50				0.62

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	100 (77%), Referenced to phase 7:WBTL, Start of Red
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.91
Intersection Signal Delay:	35.8
Intersection LOS:	D
Intersection Capacity Utilization:	73.8%
ICU Level of Service:	D
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Tuscany Way & US 290 WB FR



Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						



Lane Group	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	58	1905	190	353	477
v/c Ratio	0.31	0.91	0.37	0.31	0.68
Control Delay	61.1	43.2	3.0	3.9	39.4
Queue Delay	0.0	0.0	0.7	0.6	0.0
Total Delay	61.1	43.2	3.7	4.5	39.4
Queue Length 50th (ft)	47	568	2	6	136
Queue Length 95th (ft)	94	#686	2	7	198
Internal Link Dist (ft)		1301		180	270
Turn Bay Length (ft)	540				
Base Capacity (vph)	185	2097	545	1108	767
Starvation Cap Reductn	0	0	149	408	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.91	0.48	0.50	0.62

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2019 Existing AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	167	512	137	0	0	0	0	311	8	105	200	0
Future Volume (vph)	167	512	137	0	0	0	0	311	8	105	200	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.968						0.996				
Flt Protected	0.950									0.950	0.996	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3280	0
Flt Permitted	0.950									0.490	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	807	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	201	617	165	0	0	0	0	334	9	115	220	0
Shared Lane Traffic (%)										17%		
Lane Group Flow (vph)	201	782	0	0	0	0	0	343	0	95	240	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15			9	15		9	15	9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2019 Existing AM Peak



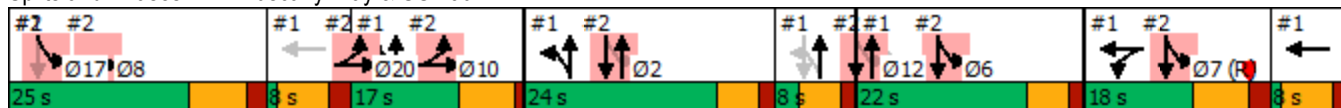
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	18.5	42.5						25.9		69.0	69.0	
Actuated g/C Ratio	0.14	0.33						0.20		0.53	0.53	
v/c Ratio	0.42	0.49						0.35		0.14	0.14	
Control Delay	54.0	33.6						45.4		4.2	3.7	
Queue Delay	0.0	0.0						0.0		0.0	0.3	
Total Delay	54.0	33.6						45.4		4.2	4.0	
LOS	D	C						D		A	A	
Approach Delay		37.8						45.4			4.0	
Approach LOS		D						D			A	
Queue Length 50th (ft)	80	179						90		10	13	
Queue Length 95th (ft)	110	199						123		m14	15	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	474	1600						930		678	1702	
Starvation Cap Reductn	0	0						0		0	970	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.42	0.49						0.37		0.14	0.33	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 32.6  
 Intersection Capacity Utilization 73.8%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tuscany Way & US 290 EB FR



Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	22.0	18.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	17%	14%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	16.5	10.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

























Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	201	782	343	95	240
v/c Ratio	0.42	0.49	0.35	0.14	0.14
Control Delay	54.0	33.6	45.4	4.2	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	54.0	33.6	45.4	4.2	4.0
Queue Length 50th (ft)	80	179	90	10	13
Queue Length 95th (ft)	110	199	123	m14	15
Internal Link Dist (ft)		821	148		180
Turn Bay Length (ft)	645				
Base Capacity (vph)	474	1600	930	678	1702
Starvation Cap Reductn	0	0	0	0	970
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.49	0.37	0.14	0.33

**Intersection Summary**

m Volume for 95th percentile queue is metered by upstream signal.

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2019 Existing AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	6	149	1	191	5	778	134	335	2476	9
Future Volume (vph)	3	1	6	149	1	191	5	778	134	335	2476	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.978			0.999	
Flt Protected		0.962			0.953		0.950			0.950		
Satd. Flow (prot)	0	1775	1568	0	1758	1568	1752	4925	0	1752	5031	0
Flt Permitted		0.814			0.724		0.043			0.226		
Satd. Flow (perm)	0	1502	1568	0	1336	1568	79	4925	0	417	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			102		38			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	4	1	8	177	1	227	6	915	158	345	2553	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	8	0	178	227	6	1073	0	345	2562	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2019 Existing AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	40.2	100.4	78.8		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.31	0.77	0.61		0.74	0.76	
v/c Ratio		0.02	0.03		0.99	0.41	0.03	0.36		0.71	0.67	
Control Delay		49.5	0.2		121.9	20.1	3.6	13.4		16.0	9.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.5	0.2		121.9	20.1	3.6	13.4		16.0	9.8	
LOS		D	A		F	C	A	B		B	A	
Approach Delay		19.1			64.8			13.4			10.5	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)		4	0		152	81	1	150		67	298	
Queue Length 95th (ft)		14	0		#273	122	4	200		144	563	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		202	308		179	694	195	2999		627	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.02	0.03		0.99	0.33	0.03	0.36		0.55	0.67	

**Intersection Summary**

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 105 (81%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 16.2

Intersection Capacity Utilization 85.1%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service E

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Private Drwy/Ferguson Ln



























Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	5	8	178	227	6	1073	345	2562
v/c Ratio	0.02	0.03	0.99	0.41	0.03	0.36	0.71	0.67
Control Delay	49.5	0.2	121.9	20.1	3.6	13.4	16.0	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	0.2	121.9	20.1	3.6	13.4	16.0	9.8
Queue Length 50th (ft)	4	0	152	81	1	150	67	298
Queue Length 95th (ft)	14	0	#273	122	4	200	144	563
Internal Link Dist (ft)	205		321			363		927
Turn Bay Length (ft)				180	200		215	
Base Capacity (vph)	202	308	179	694	195	2999	627	3808
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.03	0.99	0.33	0.03	0.36	0.55	0.67

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Tuscany Way/Sprinkle Rd & Ferguson Ln  
2019 Existing AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	40	195	6	131	1	134	33	3	2	286	276
Future Volume (vph)	53	40	195	6	131	1	134	33	3	2	286	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		120	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.989			0.934	
Flt Protected		0.972			0.998		0.950					
Satd. Flow (prot)	0	1793	1568	0	1841	1568	1752	1824	0	0	1723	0
Flt Permitted		0.972			0.998		0.950					
Satd. Flow (perm)	0	1793	1568	0	1841	1568	1752	1824	0	0	1723	0
Link Speed (mph)		40			30			35			35	
Link Distance (ft)		355			1803			630			3438	
Travel Time (s)		6.1			41.0			12.3			67.0	
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	56	42	205	8	179	1	154	38	3	2	311	300
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	205	0	187	1	154	41	0	0	613	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	65.1%						ICU Level of Service C					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	49.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗			↕	
Traffic Vol, veh/h	53	40	195	6	131	1	134	33	3	2	286	276
Future Vol, veh/h	53	40	195	6	131	1	134	33	3	2	286	276
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	56	42	205	8	179	1	154	38	3	2	311	300
Number of Lanes	0	1	1	0	1	1	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	13.9	16.1	14	87.9
HCM LOS	B	C	B	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	57%	0%	4%	0%	0%
Vol Thru, %	0%	92%	43%	0%	96%	0%	51%
Vol Right, %	0%	8%	0%	100%	0%	100%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	36	93	195	137	1	564
LT Vol	134	0	53	0	6	0	2
Through Vol	0	33	40	0	131	0	286
RT Vol	0	3	0	195	0	1	276
Lane Flow Rate	154	41	98	205	188	1	613
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.332	0.083	0.211	0.387	0.401	0.003	1.085
Departure Headway (Hd)	8.096	7.52	8.147	7.129	8.076	7.328	6.373
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	479	443	509	449	491	564
Service Time	5.796	5.22	5.847	4.829	5.776	5.028	4.458
HCM Lane V/C Ratio	0.345	0.086	0.221	0.403	0.419	0.002	1.087
HCM Control Delay	14.8	10.9	13	14.3	16.1	10.1	87.9
HCM Lane LOS	B	B	B	B	C	B	F
HCM 95th-tile Q	1.4	0.3	0.8	1.8	1.9	0	18.3

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2019 Existing AM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↙
Traffic Volume (vph)	81	189	67	1	2	376
Future Volume (vph)	81	189	67	1	2	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	93	217	92	1	2	432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	310	93	0	434	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	51.2%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	81	1	172	375	3	36
Future Volume (vph)	81	1	172	375	3	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.876		
Flt Protected				0.985	0.996	
Satd. Flow (prot)	1861	0	0	1835	1625	0
Flt Permitted				0.985	0.996	
Satd. Flow (perm)	1861	0	0	1835	1625	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.81	0.81
Adj. Flow (vph)	91	1	193	421	4	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	0	614	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	81	1	172	375	3	36
Future Vol, veh/h	81	1	172	375	3	36
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	89	89	89	89	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	1	193	421	4	44

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	92	0	899 92
Stage 1	-	-	-	-	92 -
Stage 2	-	-	-	-	807 -
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	-	-	1503	-	309 965
Stage 1	-	-	-	-	932 -
Stage 2	-	-	-	-	439 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1503	-	257 965
Mov Cap-2 Maneuver	-	-	-	-	257 -
Stage 1	-	-	-	-	932 -
Stage 2	-	-	-	-	365 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	796	-	-	1503	-
HCM Lane V/C Ratio	0.06	-	-	0.129	-
HCM Control Delay (s)	9.8	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.4	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2019 Existing AM Peak



















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	191	67	39	172	1
Future Volume (vph)	1	191	67	39	172	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.866			0.999		
Fl <sub>t</sub> Protected				0.969		
Satd. Flow (prot)	1629	0	0	1823	1879	0
Fl <sub>t</sub> Permitted				0.969		
Satd. Flow (perm)	1629	0	0	1823	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	222	78	45	200	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	223	0	0	123	201	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.8%
ICU Level of Service	A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2019 Existing AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	26	1	1	1	92	115	1	1	409	29
Future Volume (vph)	3	1	26	1	1	1	92	115	1	1	409	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.883			0.955			0.999			0.991	
Flt Protected		0.995			0.984			0.978				
Satd. Flow (prot)	0	1637	0	0	1750	0	0	1820	0	0	1846	0
Flt Permitted		0.995			0.984			0.978				
Satd. Flow (perm)	0	1637	0	0	1750	0	0	1820	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	5	2	46	4	4	4	101	126	1	1	493	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	12	0	0	228	0	0	529	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	47.9%						ICU Level of Service A					
Analysis Period (min)	15											



Intersection				
Intersection Delay, s/veh	6.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	53	12	228	529
Demand Flow Rate, veh/h	54	12	233	540
Vehicles Circulating, veh/h	508	237	8	111
Vehicles Exiting, veh/h	143	4	554	138
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	3.4	4.1	7.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	54	12	233	540
Cap Entry Lane, veh/h	822	1084	1369	1232
Entry HV Adj Factor	0.981	0.993	0.981	0.980
Flow Entry, veh/h	53	12	228	529
Cap Entry, veh/h	806	1076	1342	1207
V/C Ratio	0.066	0.011	0.170	0.438
Control Delay, s/veh	5.1	3.4	4.1	7.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	2

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2019 Existing PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	65	794	57	111	261	0	0	389	118
Future Volume (vph)	0	0	0	65	794	57	111	261	0	0	389	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.990							0.965
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4891	0	1719	3438	0	0	3318	0
Flt Permitted				0.950			0.127					
Satd. Flow (perm)	0	0	0	1719	4891	0	230	3438	0	0	3318	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10							26
Link Speed (mph)		55			55			40				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			4.4				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	71	873	63	126	297	0	0	519	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	71	936	0	126	297	0	0	676	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2019 Existing PM Peak

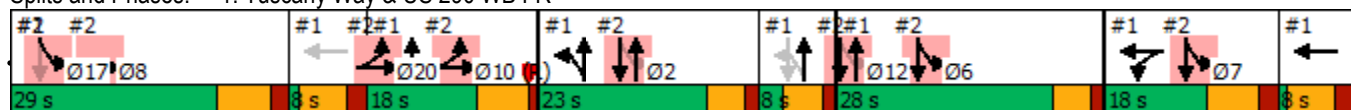


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								28.0
Total Split (%)				12.9%								20.0%
Maximum Green (s)				10.5								22.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.9	55.9		65.6	43.4				31.5
Actuated g/C Ratio				0.08	0.40		0.47	0.31				0.22
v/c Ratio				0.53	0.48		0.27	0.28				0.88
Control Delay				77.8	32.0		2.6	4.2				64.8
Queue Delay				0.0	0.0		0.7	0.5				0.0
Total Delay				77.8	32.0		3.4	4.7				64.8
LOS				E	C		A	A				E
Approach Delay					35.2			4.3				64.8
Approach LOS					D			A				E
Queue Length 50th (ft)				64	228		1	5				308
Queue Length 95th (ft)				118	271		1	5				304
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				133	1957		487	1043				771
Starvation Cap Reductn				0	0		169	405				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.53	0.48		0.40	0.47				0.88

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	81 (58%), Referenced to phase 10:NBTL, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.22
Intersection Signal Delay:	38.5
Intersection LOS:	D
Intersection Capacity Utilization:	57.9%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 1: Tuscany Way & US 290 WB FR



HDR

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2019 Existing PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	166	1860	112	0	0	0	0	206	21	284	170	0
Future Volume (vph)	166	1860	112	0	0	0	0	206	21	284	170	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.991						0.986				
Flt Protected	0.950									0.950	0.978	
Satd. Flow (prot)	3400	4991	0	0	0	0	0	4965	0	1595	3283	0
Flt Permitted	0.950									0.541	0.955	
Satd. Flow (perm)	3400	4991	0	0	0	0	0	4965	0	908	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						11				
Link Speed (mph)		55			55			30				40
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			5.2				4.4
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	175	1958	118	0	0	0	0	254	26	338	202	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	175	2076	0	0	0	0	0	280	0	169	371	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2019 Existing PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	19.5	47.5						25.4		74.0	74.0	
Actuated g/C Ratio	0.14	0.34						0.18		0.53	0.53	
v/c Ratio	0.37	1.22						0.31		0.24	0.21	
Control Delay	57.2	145.4						48.7		1.4	0.6	
Queue Delay	0.0	0.0						0.0		0.6	0.5	
Total Delay	57.2	145.4						48.7		1.9	1.2	
LOS	E	F						D		A	A	
Approach Delay		138.6						48.7			1.4	
Approach LOS		F						D			A	
Queue Length 50th (ft)	75	~851						78		2	2	
Queue Length 95th (ft)	113	#945						97		m2	m2	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	473	1698						877		708	1692	
Starvation Cap Reductn	0	0						0		275	899	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.37	1.22						0.32		0.39	0.47	

Intersection Summary

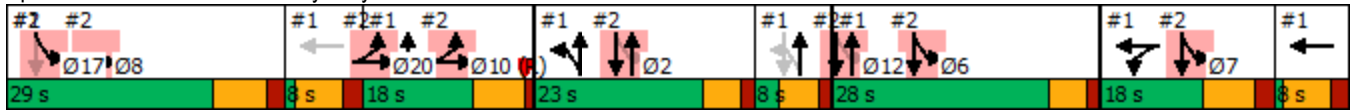
Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.22  
 Intersection Signal Delay: 106.3      Intersection LOS: F  
 Intersection Capacity Utilization 57.9%      ICU Level of Service B  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	28.0	18.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	20%	13%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	22.5	10.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.























Splits and Phases: 2: Tuscany Way & US 290 EB FR





Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2019 Existing PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	3	9	133	2	284	1	1943	155	230	1031	4
Future Volume (vph)	11	3	9	133	2	284	1	1943	155	230	1031	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.962			0.953		0.950			0.950		
Satd. Flow (prot)	0	1775	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.761			0.715		0.243			0.052		
Satd. Flow (perm)	0	1404	1568	0	1319	1568	448	4981	0	96	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	15	4	13	156	2	334	1	2003	160	237	1063	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	13	0	158	334	1	2163	0	237	1067	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2019 Existing PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	17.5	17.5	15.5	15.5	30.5		15.5	30.5	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		19.6	19.6		19.6	41.5	98.3	77.5		93.9	97.3	
Actuated g/C Ratio		0.15	0.15		0.15	0.32	0.76	0.60		0.72	0.75	
v/c Ratio		0.09	0.04		0.80	0.65	0.00	0.73		0.85	0.28	
Control Delay		45.4	0.3		80.1	40.4	5.0	22.0		63.1	6.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		45.4	0.3		80.1	40.4	5.0	22.0		63.1	6.3	
LOS		D	A		F	D	A	C		E	A	
Approach Delay		27.1			53.1			22.0			16.6	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)		14	0		130	223	0	463		144	85	
Queue Length 95th (ft)		29	0		186	271	2	614		#265	171	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		286	372		268	554	488	2974		322	3767	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.07	0.03		0.59	0.60	0.00	0.73		0.74	0.28	

**Intersection Summary**

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 24.1

Intersection LOS: C

Intersection Capacity Utilization 81.6%

ICU Level of Service D

Analysis Period (min) 15





















# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Private Drwy/Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Tuscany Way/Sprinkle Rd & Ferguson Ln  
2019 Existing PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	264	128	176	2	57	1	152	217	13	1	205	132
Future Volume (vph)	264	128	176	2	57	1	152	217	13	1	205	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		120	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.992			0.947	
Flt Protected		0.967			0.998		0.950					
Satd. Flow (prot)	0	1784	1568	0	1841	1568	1752	1830	0	0	1747	0
Flt Permitted		0.967			0.998		0.950					
Satd. Flow (perm)	0	1784	1568	0	1841	1568	1752	1830	0	0	1747	0
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		355			1803			630			3438	
Travel Time (s)		6.1			30.7			12.3			67.0	
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	311	151	207	3	95	2	188	268	16	1	244	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	462	207	0	98	2	188	284	0	0	402	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	69.1%						ICU Level of Service C					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	44.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗			↕	
Traffic Vol, veh/h	264	128	176	2	57	1	152	217	13	1	205	132
Future Vol, veh/h	264	128	176	2	57	1	152	217	13	1	205	132
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	311	151	207	3	95	2	188	268	16	1	244	157
Number of Lanes	0	1	1	0	1	1	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	64.6	15.1	21.8	43.7
HCM LOS	F	C	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	67%	0%	3%	0%	0%
Vol Thru, %	0%	94%	33%	0%	97%	0%	61%
Vol Right, %	0%	6%	0%	100%	0%	100%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	230	392	176	59	1	338
LT Vol	152	0	264	0	2	0	1
Through Vol	0	217	128	0	57	0	205
RT Vol	0	13	0	176	0	1	132
Lane Flow Rate	188	284	461	207	98	2	402
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.446	0.631	1.055	0.412	0.249	0.004	0.863
Departure Headway (Hd)	8.82	8.262	8.234	7.163	9.424	8.672	7.957
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	411	440	443	505	384	415	459
Service Time	6.52	5.962	5.934	4.863	7.124	6.372	5.957
HCM Lane V/C Ratio	0.457	0.645	1.041	0.41	0.255	0.005	0.876
HCM Control Delay	18.4	24.1	87	14.8	15.2	11.4	43.7
HCM Lane LOS	C	C	F	B	C	B	E
HCM 95th-tile Q	2.2	4.2	14.7	2	1	0	8.8

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd/Springdale Rd & Cameron Rd  
2019 Existing PM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	320	97	217	1	1	178
Future Volume (vph)	320	97	217	1	1	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	30		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	5.7		5.1	
Peak Hour Factor	0.88	0.88	0.78	0.78	0.81	0.81
Adj. Flow (vph)	364	110	278	1	1	220
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	474	279	0	221	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	55.4%
ICU Level of Service	B
Analysis Period (min)	15



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	38	158	21	268
Future Volume (vph)	0	0	38	158	21	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.990	0.996	
Satd. Flow (prot)	1863	0	0	1844	1623	0
Fl <sub>t</sub> Permitted				0.990	0.996	
Satd. Flow (perm)	1863	0	0	1844	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	0	0	47	195	26	335
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	242	361	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.8%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	6.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	0	0	38	158	21	268
Future Vol, veh/h	0	0	38	158	21	268
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	47	195	26	335

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1	0	290
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	289
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	-	-	1622	-	701
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	760
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	679
Mov Cap-2 Maneuver	-	-	-	-	679
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	736

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1039	-	-	1622	-
HCM Lane V/C Ratio	0.348	-	-	0.029	-
HCM Control Delay (s)	10.3	-	-	7.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-





















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	95	217	286	38	1
Future Volume (vph)	3	95	217	286	38	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869				0.997	
Flt Protected	0.999			0.979		
Satd. Flow (prot)	1649	0	0	1860	1894	0
Flt Permitted	0.999			0.979		
Satd. Flow (perm)	1649	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	101	261	345	44	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	0	0	606	45	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.4%
ICU Level of Service	A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2019 Existing PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	2	90	1	1	2	41	471	1	1	202	14
Future Volume (vph)	26	2	90	1	1	2	41	471	1	1	202	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932							0.991
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	35	3	122	4	4	8	46	523	1	1	253	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	16	0	0	570	0	0	272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	57.7%						ICU Level of Service B					
Analysis Period (min)	15											

Intersection				
Intersection Delay, s/veh	6.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	160	16	570	272
Demand Flow Rate, veh/h	161	16	575	275
Vehicles Circulating, veh/h	261	609	39	54
Vehicles Exiting, veh/h	68	5	383	571
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	5.1	7.0	4.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	161	16	575	275
Cap Entry Lane, veh/h	1057	741	1326	1306
Entry HV Adj Factor	0.994	0.998	0.991	0.991
Flow Entry, veh/h	160	16	570	272
Cap Entry, veh/h	1051	740	1314	1294
V/C Ratio	0.152	0.022	0.434	0.211
Control Delay, s/veh	4.8	5.1	7.0	4.6
LOS	A	A	A	A
95th %tile Queue, veh	1	0	2	1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2023 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	61	1908	81	181	349	0	0	274	229
Future Volume (vph)	0	0	0	61	1908	81	181	349	0	0	274	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.994							0.932
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4958	0	1736	3471	0	0	3235	0
Flt Permitted				0.950			0.179					
Satd. Flow (perm)	0	0	0	1736	4958	0	327	3471	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6							143
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	64	1988	84	206	397	0	0	285	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	64	2072	0	206	397	0	0	524	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2023 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								22.0
Total Split (%)				13.8%								16.9%
Maximum Green (s)				10.5								16.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				12.5	53.5		58.0	43.2				24.0
Actuated g/C Ratio				0.10	0.41		0.45	0.33				0.18
v/c Ratio				0.38	1.01		0.40	0.34				0.73
Control Delay				64.0	61.5		3.2	4.0				42.7
Queue Delay				0.0	0.0		0.9	0.5				0.0
Total Delay				64.0	61.5		4.1	4.5				42.7
LOS				E	E		A	A				D
Approach Delay					61.6			4.4				42.7
Approach LOS					E			A				D
Queue Length 50th (ft)				52	~697		2	6				161
Queue Length 95th (ft)				102	#793		2	8				226
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				167	2043		534	1135				755
Starvation Cap Reductn				0	0		141	371				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.38	1.01		0.52	0.52				0.69

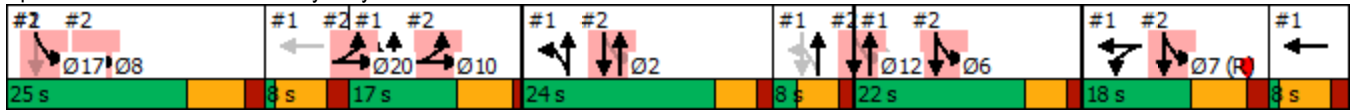
Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.01  
 Intersection Signal Delay: 48.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 79.0%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Tuscany Way & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2023 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	192	554	148	0	0	0	0	338	9	117	217	0
Future Volume (vph)	192	554	148	0	0	0	0	338	9	117	217	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.968						0.996				
Flt Protected	0.950									0.950	0.995	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3277	0
Flt Permitted	0.950									0.462	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	761	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	231	667	178	0	0	0	0	363	10	126	233	0
Shared Lane Traffic (%)										20%		
Lane Group Flow (vph)	231	845	0	0	0	0	0	373	0	101	258	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15			9	15		9	15	9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2023 Forecasted AM



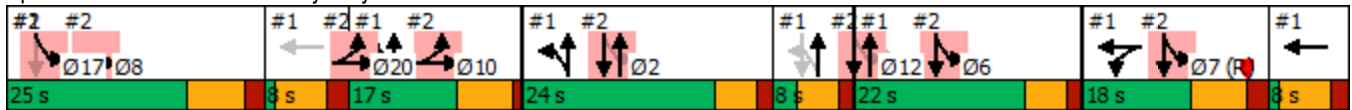
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	18.5	42.5						26.2		69.0	69.0	
Actuated g/C Ratio	0.14	0.33						0.20		0.53	0.53	
v/c Ratio	0.49	0.53						0.37		0.15	0.15	
Control Delay	55.3	34.5						45.6		3.6	3.1	
Queue Delay	0.0	0.0						0.0		0.3	0.3	
Total Delay	55.3	34.5						45.6		3.9	3.5	
LOS	E	C						D		A	A	
Approach Delay		39.0						45.6			3.6	
Approach LOS		D						D			A	
Queue Length 50th (ft)	93	197						99		9	12	
Queue Length 95th (ft)	124	218						132		m10	13	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	474	1600						968		656	1694	
Starvation Cap Reductn	0	0						0		254	967	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.49	0.53						0.39		0.25	0.35	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.01  
 Intersection Signal Delay: 33.3  
 Intersection Capacity Utilization 79.0%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

m Volume for 95th percentile queue is metered by upstream signal.























Splits and Phases: 2: Tuscany Way & US 290 EB FR



Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	22.0	18.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	17%	14%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	16.5	10.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								













Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2023 Forecasted AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	6	162	1	208	5	842	148	367	2680	10
Future Volume (vph)	3	1	6	162	1	208	5	842	148	367	2680	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.978			0.999	
Flt Protected		0.962			0.953		0.950			0.950		
Satd. Flow (prot)	0	1775	1568	0	1758	1568	1752	4925	0	1752	5031	0
Flt Permitted		0.808			0.724		0.043			0.196		
Satd. Flow (perm)	0	1490	1568	0	1336	1568	79	4925	0	362	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			83		39			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	4	1	8	193	1	248	6	991	174	378	2763	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	8	0	194	248	6	1165	0	378	2773	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2023 Forecasted AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	43.6	100.4	75.4		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.34	0.77	0.58		0.74	0.76	
v/c Ratio		0.03	0.03		1.08	0.43	0.03	0.41		0.78	0.73	
Control Delay		49.5	0.2		143.4	22.9	3.6	15.7		24.3	10.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.5	0.2		143.4	22.9	3.6	15.7		24.3	10.9	
LOS		D	A		F	C	A	B		C	B	
Approach Delay		19.1			75.8			15.7			12.5	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)		4	0		~182	105	1	182		105	353	
Queue Length 95th (ft)		14	0		#307	146	4	234		216	665	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		200	308		179	682	195	2874		594	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.03		1.08	0.36	0.03	0.41		0.64	0.73	
<b>Intersection Summary</b>												
Area Type:	Other											
Cycle Length:	130											
Actuated Cycle Length:	130											
Offset:	105 (81%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red											
Natural Cycle:	145											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	1.08											
Intersection Signal Delay:	19.2						Intersection LOS: B					
Intersection Capacity Utilization	89.8%						ICU Level of Service E					
Analysis Period (min)	15											

~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.





















# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Private Drwy/Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Tuscany Way/Sprinkle Rd & Ferguson Ln  
2023 Forecasted AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	51	211	13	144	1	145	144	26	4	310	299
Future Volume (vph)	57	51	211	13	144	1	145	144	26	4	310	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		120	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.977			0.934	
Flt Protected		0.974			0.996		0.950					
Satd. Flow (prot)	0	1797	1568	0	1837	1568	1752	1802	0	0	1723	0
Flt Permitted		0.974			0.996		0.950					
Satd. Flow (perm)	0	1797	1568	0	1837	1568	1752	1802	0	0	1723	0
Link Speed (mph)		40			30			35			35	
Link Distance (ft)		355			1803			630			3438	
Travel Time (s)		6.1			41.0			12.3			67.0	
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	60	54	222	18	197	1	167	166	30	4	337	325
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	222	0	215	1	167	196	0	0	666	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	71.4%						ICU Level of Service C					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	87.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗			↕	
Traffic Vol, veh/h	57	51	211	13	144	1	145	144	26	4	310	299
Future Vol, veh/h	57	51	211	13	144	1	145	144	26	4	310	299
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	60	54	222	18	197	1	167	166	30	4	337	325
Number of Lanes	0	1	1	0	1	1	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	16.6	20.3	16.6	183.5
HCM LOS	C	C	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	53%	0%	8%	0%	1%
Vol Thru, %	0%	85%	47%	0%	92%	0%	51%
Vol Right, %	0%	15%	0%	100%	0%	100%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	170	108	211	157	1	613
LT Vol	145	0	57	0	13	0	4
Through Vol	0	144	51	0	144	0	310
RT Vol	0	26	0	211	0	1	299
Lane Flow Rate	167	195	114	222	215	1	666
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.378	0.41	0.261	0.451	0.492	0.003	1.33
Departure Headway (Hd)	8.862	8.232	9.177	8.17	9.153	8.376	7.187
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	408	440	394	444	396	430	513
Service Time	6.562	5.932	6.877	5.87	6.853	6.076	5.187
HCM Lane V/C Ratio	0.409	0.443	0.289	0.5	0.543	0.002	1.298
HCM Control Delay	16.8	16.5	15.1	17.4	20.4	11.1	183.5
HCM Lane LOS	C	C	C	C	C	B	F
HCM 95th-tile Q	1.7	2	1	2.3	2.6	0	29.2





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↘	↙
Traffic Volume (vph)	88	205	73	1	2	409
Future Volume (vph)	88	205	73	1	2	409
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	101	236	100	1	2	470
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	337	101	0	472	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.4%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	88	1	186	408	3	39
Future Volume (vph)	88	1	186	408	3	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.874		
Flt Protected				0.985	0.997	
Satd. Flow (prot)	1861	0	0	1835	1623	0
Flt Permitted				0.985	0.997	
Satd. Flow (perm)	1861	0	0	1835	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.89	0.89
Adj. Flow (vph)	109	1	209	458	3	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	110	0	0	667	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	88	1	186	408	3	39
Future Vol, veh/h	88	1	186	408	3	39
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	81	81	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	1	209	458	3	44

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	110	0	986 110
Stage 1	-	-	-	-	110 -
Stage 2	-	-	-	-	876 -
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	-	-	1480	-	275 943
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	407 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1480	-	223 943
Mov Cap-2 Maneuver	-	-	-	-	223 -
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	330 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	766	-	-	1480	-
HCM Lane V/C Ratio	0.062	-	-	0.141	-
HCM Control Delay (s)	10	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	207	73	42	186	1
Future Volume (vph)	1	207	73	42	186	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.866			0.999		
Fl <sub>t</sub> Protected				0.969		
Satd. Flow (prot)	1629	0	0	1823	1879	0
Fl <sub>t</sub> Permitted				0.969		
Satd. Flow (perm)	1629	0	0	1823	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.85	0.85	0.78	0.78	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	244	94	54	242	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	245	0	0	148	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.0%
	ICU Level of Service A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2023 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	1	28	1	1	1	100	124	1	1	443	31
Future Volume (vph)	3	1	28	1	1	1	100	124	1	1	443	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.882			0.955			0.999			0.991	
Fl <sub>t</sub> Protected		0.996			0.984			0.978				
Satd. Flow (prot)	0	1636	0	0	1750	0	0	1820	0	0	1846	0
Fl <sub>t</sub> Permitted		0.996			0.984			0.978				
Satd. Flow (perm)	0	1636	0	0	1750	0	0	1820	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	5	2	50	4	4	4	110	136	1	1	534	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	12	0	0	247	0	0	572	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	50.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection				
Intersection Delay, s/veh	6.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	57	12	247	572
Demand Flow Rate, veh/h	58	12	252	584
Vehicles Circulating, veh/h	550	256	8	120
Vehicles Exiting, veh/h	154	4	600	148
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	3.5	4.2	8.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	58	12	252	584
Cap Entry Lane, veh/h	787	1063	1369	1221
Entry HV Adj Factor	0.982	0.993	0.981	0.980
Flow Entry, veh/h	57	12	247	572
Cap Entry, veh/h	773	1056	1343	1196
V/C Ratio	0.074	0.011	0.184	0.478
Control Delay, s/veh	5.4	3.5	4.2	8.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2023 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	70	859	65	120	287	0	0	434	138
Future Volume (vph)	0	0	0	70	859	65	120	287	0	0	434	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.990							0.964
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4891	0	1719	3438	0	0	3314	0
Flt Permitted				0.950			0.127					
Satd. Flow (perm)	0	0	0	1719	4891	0	230	3438	0	0	3314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10							28
Link Speed (mph)		55			55			40				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			4.4				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	77	944	71	136	326	0	0	579	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	77	1015	0	136	326	0	0	763	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2023 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								28.0
Total Split (%)				12.9%								20.0%
Maximum Green (s)				10.5								22.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.5	55.5		66.0	43.5				31.4
Actuated g/C Ratio				0.08	0.40		0.47	0.31				0.22
v/c Ratio				0.60	0.52		0.29	0.31				1.00
Control Delay				82.5	33.0		2.6	4.1				84.2
Queue Delay				0.0	0.0		0.8	0.5				0.0
Total Delay				82.5	33.0		3.4	4.6				84.2
LOS				F	C		A	A				F
Approach Delay					36.5			4.2				84.2
Approach LOS					D			A				F
Queue Length 50th (ft)				69	253		1	5				~377
Queue Length 95th (ft)				#133	298		1	5				#350
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				128	1944		487	1063				764
Starvation Cap Reductn				0	0		163	377				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.60	0.52		0.42	0.48				1.00

Intersection Summary

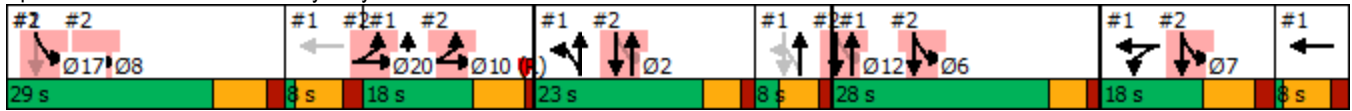
Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 45.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 62.0%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.



Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Tuscany Way & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2023 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	184	2013	121	0	0	0	0	224	23	319	186	0
Future Volume (vph)	184	2013	121	0	0	0	0	224	23	319	186	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.992						0.986				
Flt Protected	0.950									0.950	0.977	
Satd. Flow (prot)	3400	4996	0	0	0	0	0	4965	0	1595	3280	0
Flt Permitted	0.950									0.513	0.955	
Satd. Flow (perm)	3400	4996	0	0	0	0	0	4965	0	861	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						10				
Link Speed (mph)		55			55			30				40
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			5.2				4.4
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	194	2119	127	0	0	0	0	277	28	380	221	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	194	2246	0	0	0	0	0	305	0	190	411	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2023 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	19.5	47.5						25.5		74.0	74.0	
Actuated g/C Ratio	0.14	0.34						0.18		0.53	0.53	
v/c Ratio	0.41	1.32						0.33		0.27	0.24	
Control Delay	58.0	186.5						49.4		1.2	0.6	
Queue Delay	0.0	0.0						0.0		0.7	0.6	
Total Delay	58.0	186.5						49.4		1.9	1.2	
LOS	E	F						D		A	A	
Approach Delay		176.3						49.4			1.4	
Approach LOS		F						D			A	
Queue Length 50th (ft)	84	~970						86		2	2	
Queue Length 95th (ft)	124	#1062						105		m3	m2	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	473	1699						904		709	1727	
Starvation Cap Reductn	0	0						0		275	903	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.41	1.32						0.34		0.44	0.50	

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 133.3  
 Intersection Capacity Utilization 62.0%  
 Analysis Period (min) 15  
 Intersection LOS: F  
 ICU Level of Service B

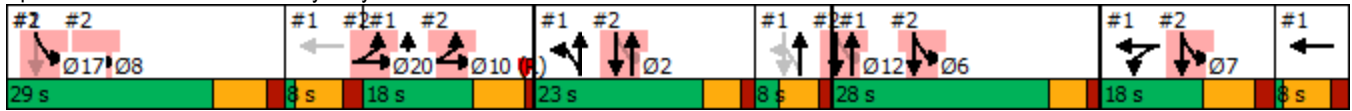
~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	28.0	18.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	20%	13%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	22.5	10.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tuscany Way & US 290 EB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2023 Forecasted PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	3	10	147	2	312	1	2103	169	251	1116	4
Future Volume (vph)	12	3	10	147	2	312	1	2103	169	251	1116	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.961			0.953		0.950			0.950		
Satd. Flow (prot)	0	1773	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.724			0.713		0.217			0.053		
Satd. Flow (perm)	0	1336	1568	0	1315	1568	400	4981	0	98	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	17	4	14	173	2	367	1	2168	174	259	1151	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	14	0	175	367	1	2342	0	259	1155	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2023 Forecasted PM



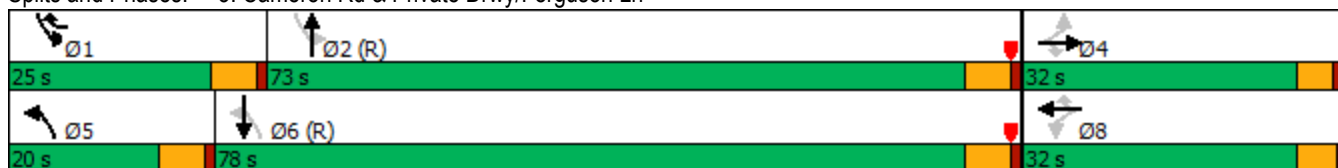
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	17.5	17.5	15.5	15.5	30.5		15.5	30.5	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		20.8	20.8		20.8	44.0	97.1	75.0		92.7	96.1	
Actuated g/C Ratio		0.16	0.16		0.16	0.34	0.75	0.58		0.71	0.74	
v/c Ratio		0.10	0.05		0.83	0.67	0.00	0.81		0.88	0.31	
Control Delay		44.9	0.3		82.4	40.2	5.0	26.2		67.5	6.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		44.9	0.3		82.4	40.2	5.0	26.2		67.5	6.8	
LOS		D	A		F	D	A	C		E	A	
Approach Delay		27.0			53.9			26.2			17.9	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)		15	0		144	241	0	578		163	101	
Queue Length 95th (ft)		31	0		206	305	2	708		#307	187	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		272	372		268	569	452	2880		323	3717	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.08	0.04		0.65	0.64	0.00	0.81		0.80	0.31	

Intersection Summary	
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	26.9
Intersection LOS:	C
Intersection Capacity Utilization:	87.0%
ICU Level of Service:	E
Analysis Period (min):	15























# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Private Drwy/Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Tuscany Way/Sprinkle Rd & Ferguson Ln  
2023 Forecasted PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	286	142	191	25	70	3	165	235	22	2	222	143
Future Volume (vph)	286	142	191	25	70	3	165	235	22	2	222	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		120	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.987			0.947	
Flt Protected		0.968			0.987		0.950					
Satd. Flow (prot)	0	1786	1568	0	1821	1568	1752	1821	0	0	1747	0
Flt Permitted		0.968			0.987		0.950					
Satd. Flow (perm)	0	1786	1568	0	1821	1568	1752	1821	0	0	1747	0
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		355			1803			630			3438	
Travel Time (s)		6.1			30.7			12.3			67.0	
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	336	167	225	42	117	5	204	290	27	2	264	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	503	225	0	159	5	204	317	0	0	436	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	74.2%						ICU Level of Service D					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	70.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕	↕	↕			↕	
Traffic Vol, veh/h	286	142	191	25	70	3	165	235	22	2	222	143
Future Vol, veh/h	286	142	191	25	70	3	165	235	22	2	222	143
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	336	167	225	42	117	5	204	290	27	2	264	170
Number of Lanes	0	1	1	0	1	1	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	107.4	20	29.6	75.3
HCM LOS	F	C	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	67%	0%	26%	0%	1%
Vol Thru, %	0%	91%	33%	0%	74%	0%	60%
Vol Right, %	0%	9%	0%	100%	0%	100%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	257	428	191	95	3	367
LT Vol	165	0	286	0	25	0	2
Through Vol	0	235	142	0	70	0	222
RT Vol	0	22	0	191	0	3	143
Lane Flow Rate	204	317	504	225	158	5	437
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.514	0.751	1.221	0.481	0.426	0.012	1.003
Departure Headway (Hd)	9.618	9.035	8.958	7.88	10.215	9.336	8.757
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	377	403	408	461	355	386	419
Service Time	7.318	6.735	6.658	5.58	7.915	7.036	6.757
HCM Lane V/C Ratio	0.541	0.787	1.235	0.488	0.445	0.013	1.043
HCM Control Delay	22.1	34.4	147.4	17.7	20.3	12.1	75.3
HCM Lane LOS	C	D	F	C	C	B	F
HCM 95th-tile Q	2.8	6.1	20.2	2.6	2.1	0	12.5

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd/Springdale Rd & Cameron Rd  
2023 Forecasted PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	348	105	235	1	1	193
Future Volume (vph)	348	105	235	1	1	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	30		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	5.7		5.1	
Peak Hour Factor	0.88	0.88	0.81	0.81	0.78	0.78
Adj. Flow (vph)	395	119	290	1	1	247
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	514	291	0	248	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.2%			ICU Level of Service B		
Analysis Period (min)	15					



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	348	1	41	172	23	290
Future Volume (vph)	348	1	41	172	23	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.990	0.996	
Satd. Flow (prot)	1863	0	0	1844	1623	0
Fl <sub>t</sub> Permitted				0.990	0.996	
Satd. Flow (perm)	1863	0	0	1844	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	435	1	51	212	29	363
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	0	263	392	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.9%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	8.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	348	1	41	172	23	290
Future Vol, veh/h	348	1	41	172	23	290
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	435	1	51	212	29	363

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	436	0	750
Stage 1	-	-	-	-	436
Stage 2	-	-	-	-	314
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	-	-	1124	-	379
Stage 1	-	-	-	-	652
Stage 2	-	-	-	-	741
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1124	-	360
Mov Cap-2 Maneuver	-	-	-	-	360
Stage 1	-	-	-	-	652
Stage 2	-	-	-	-	703

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	22.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	589	-	-	1124	-
HCM Lane V/C Ratio	0.664	-	-	0.045	-
HCM Control Delay (s)	22.4	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	4.9	-	-	0.1	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd  
2023 Forecasted PM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	103	235	310	41	1
Future Volume (vph)	3	103	235	310	41	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.869				0.997	
Fl <sub>t</sub> Protected	0.999			0.979		
Satd. Flow (prot)	1649	0	0	1860	1894	0
Fl <sub>t</sub> Permitted	0.999			0.979		
Satd. Flow (perm)	1649	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	110	283	373	48	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	113	0	0	656	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.2%
ICU Level of Service	A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2023 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	28	2	97	1	1	2	44	510	1	1	219	15
Future Volume (vph)	28	2	97	1	1	2	44	510	1	1	219	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932						0.991	
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	3	131	4	4	8	49	567	1	1	274	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	0	16	0	0	617	0	0	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	61.6%
ICU Level of Service	B
Analysis Period (min)	15



Intersection				
Intersection Delay, s/veh	6.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	172	16	617	294
Demand Flow Rate, veh/h	173	16	623	297
Vehicles Circulating, veh/h	282	660	42	57
Vehicles Exiting, veh/h	72	5	413	619
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	5.4	7.5	4.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	173	16	623	297
Cap Entry Lane, veh/h	1035	704	1322	1302
Entry HV Adj Factor	0.994	0.998	0.991	0.991
Flow Entry, veh/h	172	16	617	294
Cap Entry, veh/h	1029	702	1310	1290
V/C Ratio	0.167	0.023	0.471	0.228
Control Delay, s/veh	5.0	5.4	7.5	4.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	3	1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	61	1908	128	181	397	0	0	290	241
Future Volume (vph)	0	0	0	61	1908	128	181	397	0	0	290	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.991							0.932
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4943	0	1736	3471	0	0	3235	0
Flt Permitted				0.950			0.167					
Satd. Flow (perm)	0	0	0	1736	4943	0	305	3471	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9							143
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	64	1988	133	206	451	0	0	302	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	64	2121	0	206	451	0	0	553	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								22.0
Total Split (%)				13.8%								16.9%
Maximum Green (s)				10.5								16.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				12.2	53.2		58.3	43.5				24.1
Actuated g/C Ratio				0.09	0.41		0.45	0.33				0.19
v/c Ratio				0.40	1.05		0.40	0.39				0.77
Control Delay				64.6	71.0		2.9	3.8				45.1
Queue Delay				0.0	0.0		1.0	0.6				0.0
Total Delay				64.6	71.0		3.9	4.4				45.1
LOS				E	E		A	A				D
Approach Delay					70.8			4.3				45.1
Approach LOS					E			A				D
Queue Length 50th (ft)				52	~730		1	6				176
Queue Length 95th (ft)				102	#826		2	7				243
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				162	2027		530	1135				755
Starvation Cap Reductn				0	0		150	347				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.40	1.05		0.54	0.57				0.73

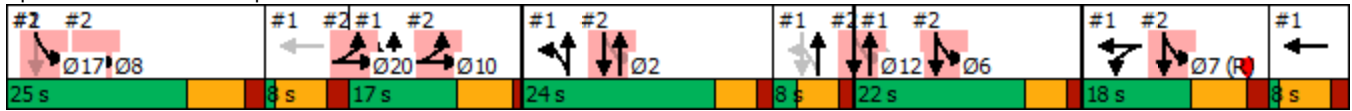
Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 53.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 80.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	232	554	148	0	0	0	0	345	9	131	219	0
Future Volume (vph)	232	554	148	0	0	0	0	345	9	131	219	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.968						0.996				
Flt Protected	0.950									0.950	0.994	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3274	0
Flt Permitted	0.950									0.455	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	749	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	280	667	178	0	0	0	0	371	10	144	241	0
Shared Lane Traffic (%)										25%		
Lane Group Flow (vph)	280	845	0	0	0	0	0	381	0	108	277	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2023 Site + Forecasted AM - No Improvements

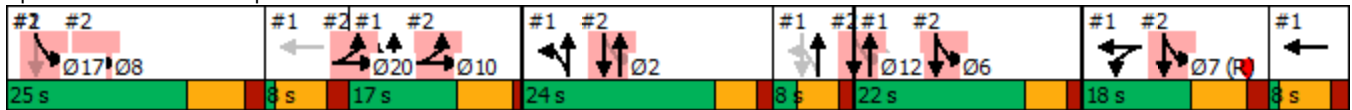


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	18.5	42.5						26.5		69.0	69.0	
Actuated g/C Ratio	0.14	0.33						0.20		0.53	0.53	
v/c Ratio	0.59	0.53						0.38		0.16	0.16	
Control Delay	57.9	34.5						45.6		3.7	3.2	
Queue Delay	0.0	0.0						0.0		0.3	0.4	
Total Delay	57.9	34.5						45.6		4.0	3.6	
LOS	E	C						D		A	A	
Approach Delay		40.3						45.6			3.7	
Approach LOS		D						D			A	
Queue Length 50th (ft)	115	197						101		9	13	
Queue Length 95th (ft)	148	218						135		m12	m15	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	474	1600						968		663	1711	
Starvation Cap Reductn	0	0						0		254	962	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.59	0.53						0.39		0.26	0.37	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 33.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 80.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR





Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	22.0	18.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	17%	14%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	16.5	10.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↕↕		↗	↕↕↕	
Traffic Volume (vph)	3	1	6	166	1	214	5	842	162	388	2680	10
Future Volume (vph)	3	1	6	166	1	214	5	842	162	388	2680	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.976			0.999	
Flt Protected		0.962			0.953		0.950			0.950		
Satd. Flow (prot)	0	1775	1568	0	1758	1568	1752	4915	0	1752	5031	0
Flt Permitted		0.792			0.724		0.043			0.189		
Satd. Flow (perm)	0	1461	1568	0	1336	1568	79	4915	0	349	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			83		45			1	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		5.6			10.9			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	4	1	8	198	1	255	6	991	191	400	2763	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	8	0	199	255	6	1182	0	400	2773	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
<b>Switch Phase</b>												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	45.1	100.4	73.9		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.35	0.77	0.57		0.74	0.76	
v/c Ratio		0.03	0.03		1.11	0.43	0.03	0.42		0.81	0.73	
Control Delay		49.5	0.2		151.2	22.6	3.6	16.5		28.6	10.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.5	0.2		151.2	22.6	3.6	16.5		28.6	10.9	
LOS		D	A		F	C	A	B		C	B	
Approach Delay		19.1			78.9			16.5			13.2	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)		4	0		~191	108	1	191		134	353	
Queue Length 95th (ft)		14	0		#315	151	4	237		251	665	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		196	308		179	682	195	2812		586	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.03		1.11	0.37	0.03	0.42		0.68	0.73	

<b>Intersection Summary</b>	
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	105 (81%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.11
Intersection Signal Delay:	20.2
Intersection LOS:	C
Intersection Capacity Utilization:	90.0%
ICU Level of Service:	E
Analysis Period (min):	15





















- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2023 Site + Forecasted AM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	85	211	41	154	3	145	144	120	11	310	299
Future Volume (vph)	57	85	211	41	154	3	145	144	120	11	310	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	150		120	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.932				0.935
Flt Protected		0.980		0.950			0.950					0.999
Satd. Flow (prot)	0	1808	1568	1752	1839	0	1752	1719	0	0	1723	0
Flt Permitted		0.980		0.950			0.950					0.999
Satd. Flow (perm)	0	1808	1568	1752	1839	0	1752	1719	0	0	1723	0
Link Speed (mph)		35			30			35				35
Link Distance (ft)		355			606			630				3438
Travel Time (s)		6.9			13.8			12.3				67.0
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	60	89	222	56	211	4	167	166	138	12	337	325
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	222	56	215	0	167	304	0	0	674	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	79.4%						ICU Level of Service D					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	104.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔		↔	↔			↔	
Traffic Vol, veh/h	57	85	211	41	154	3	145	144	120	11	310	299
Future Vol, veh/h	57	85	211	41	154	3	145	144	120	11	310	299
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	60	89	222	56	211	4	167	166	138	12	337	325
Number of Lanes	0	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	19	21	23.6	241.6
HCM LOS	C	C	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	40%	0%	100%	0%	2%
Vol Thru, %	0%	55%	60%	0%	0%	98%	50%
Vol Right, %	0%	45%	0%	100%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	264	142	211	41	157	620
LT Vol	145	0	57	0	41	0	11
Through Vol	0	144	85	0	0	154	310
RT Vol	0	120	0	211	0	3	299
Lane Flow Rate	167	303	149	222	56	215	674
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.399	0.657	0.363	0.483	0.144	0.519	1.463
Departure Headway (Hd)	9.516	8.661	9.816	8.867	10.32	9.778	7.814
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	380	419	369	409	350	372	465
Service Time	7.216	6.361	7.516	6.567	8.02	7.478	5.857
HCM Lane V/C Ratio	0.439	0.723	0.404	0.543	0.16	0.578	1.449
HCM Control Delay	18.4	26.5	18	19.6	14.7	22.6	241.6
HCM Lane LOS	C	D	C	C	B	C	F
HCM 95th-tile Q	1.9	4.6	1.6	2.6	0.5	2.9	33.9

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↙
Traffic Volume (vph)	90	205	73	1	2	415
Future Volume (vph)	90	205	73	1	2	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	103	236	100	1	2	477
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	339	101	0	479	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.9%
ICU Level of Service	A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	90	1	186	414	3	39
Future Volume (vph)	90	1	186	414	3	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.874		
Flt Protected				0.985	0.997	
Satd. Flow (prot)	1861	0	0	1835	1623	0
Flt Permitted				0.985	0.997	
Satd. Flow (perm)	1861	0	0	1835	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.89	0.89
Adj. Flow (vph)	111	1	209	465	3	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	0	0	674	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.7%
Analysis Period (min)	15
	ICU Level of Service A



Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	1	186	414	3	39
Future Vol, veh/h	90	1	186	414	3	39
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	81	81	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	1	209	465	3	44

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	112	0	995 112
Stage 1	-	-	-	-	112 -
Stage 2	-	-	-	-	883 -
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	-	-	1478	-	271 941
Stage 1	-	-	-	-	913 -
Stage 2	-	-	-	-	404 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1478	-	219 941
Mov Cap-2 Maneuver	-	-	-	-	219 -
Stage 1	-	-	-	-	913 -
Stage 2	-	-	-	-	327 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	762	-	-	1478	-
HCM Lane V/C Ratio	0.062	-	-	0.141	-
HCM Control Delay (s)	10	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

















7: Springdale Rd & Sprinkle Rd  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	207	73	42	186	1
Future Volume (vph)	1	207	73	42	186	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.866			0.999		
Flt Protected				0.969		
Satd. Flow (prot)	1629	0	0	1823	1879	0
Flt Permitted				0.969		
Satd. Flow (perm)	1629	0	0	1823	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.85	0.85	0.78	0.78	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	244	94	54	242	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	245	0	0	148	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.0%			ICU Level of Service A		
Analysis Period (min)	15					

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2023 Site + Forecasted AM - No Improvements













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	28	1	1	1	100	124	1	1	443	31
Future Volume (vph)	3	1	28	1	1	1	100	124	1	1	443	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.882			0.955			0.999			0.991	
Flt Protected		0.996			0.984			0.978				
Satd. Flow (prot)	0	1636	0	0	1750	0	0	1820	0	0	1846	0
Flt Permitted		0.996			0.984			0.978				
Satd. Flow (perm)	0	1636	0	0	1750	0	0	1820	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	5	2	50	4	4	4	110	136	1	1	534	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	12	0	0	247	0	0	572	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	50.7%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection				
Intersection Delay, s/veh	6.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	57	12	247	572
Demand Flow Rate, veh/h	58	12	252	584
Vehicles Circulating, veh/h	550	256	8	120
Vehicles Exiting, veh/h	154	4	600	148
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	3.5	4.2	8.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	58	12	252	584
Cap Entry Lane, veh/h	787	1063	1369	1221
Entry HV Adj Factor	0.982	0.993	0.981	0.980
Flow Entry, veh/h	57	12	247	572
Cap Entry, veh/h	773	1056	1343	1196
V/C Ratio	0.074	0.011	0.184	0.478
Control Delay, s/veh	5.4	3.5	4.2	8.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3

Premier Logistics Park TIA  
Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

2023 Site + Forecasted AM - No Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	1	1	61	1	1
Future Volume (vph)	18	1	1	61	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	1	1	66	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	1	1	66	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	18	1	1	61	1	1
Future Vol, veh/h	18	1	1	61	1	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	0	-	150	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	20	1	1	66	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	67
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1535
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1017	1084	-	-	1535
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1535
HCM Lane V/C Ratio	-	-	0.019	0.001	0.001
HCM Control Delay (s)	-	-	8.6	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B  
2023 Site + Forecasted AM - No Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	1	61	54	1	18
Future Volume (vph)	16	1	61	54	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.936			
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1765	0	1744	0	1770	1863
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1765	0	1744	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	1	66	59	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	125	0	1	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	16	1	61	54	1	18
Future Vol, veh/h	16	1	61	54	1	18
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	17	1	66	59	1	20

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	118	96	0	0	125
Stage 1	96	-	-	-	-
Stage 2	22	-	-	-	-
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	878	960	-	-	1462
Stage 1	928	-	-	-	-
Stage 2	1001	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	877	960	-	-	1462
Mov Cap-2 Maneuver	877	-	-	-	-
Stage 1	928	-	-	-	-
Stage 2	1000	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	1462
HCM Lane V/C Ratio	-	-	0.021	0.001
HCM Control Delay (s)	-	-	9.2	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Premier Logistics Park TIA  
Lanes, Volumes, Timings

11: Ferguson Ln & Runberg Ln Extension  
2023 Site + Forecasted AM - No Improvements

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↘	
Traffic Volume (vph)	115	105	1	34	164	1
Future Volume (vph)	115	105	1	34	164	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.936				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1744	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1744	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	114	1	37	178	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	0	1	37	179	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	105	1	34	164	1
Future Vol, veh/h	115	105	1	34	164	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	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	125	114	1	37	178	1
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	239	0	221	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	39	-
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	-	-	1328	-	767	861
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1328	-	766	861
Mov Cap-2 Maneuver	-	-	-	-	766	-
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	982	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.2	11.1			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	767	-	-	1328	-	
HCM Lane V/C Ratio	0.234	-	-	0.001	-	
HCM Control Delay (s)	11.1	-	-	7.7	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.9	-	-	0	-	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	14	87	160	1	1	4
Future Volume (vph)	14	87	160	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.892	
Flt Protected		0.993			0.990	
Satd. Flow (prot)	0	1850	1861	0	1645	0
Flt Permitted		0.993			0.990	
Satd. Flow (perm)	0	1850	1861	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	95	174	1	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	110	175	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	14	87	160	1	1	4
Future Vol, veh/h	14	87	160	1	1	4
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	15	95	174	1	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	175	0	-	0	300
Stage 1	-	-	-	-	175
Stage 2	-	-	-	-	125
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	1401	-	-	-	691
Stage 1	-	-	-	-	855
Stage 2	-	-	-	-	901
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1401	-	-	-	683
Mov Cap-2 Maneuver	-	-	-	-	683
Stage 1	-	-	-	-	846
Stage 2	-	-	-	-	901

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	823
HCM Lane V/C Ratio	0.011	-	-	-	0.007
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (vph)	7	81	158	1	1	2
Future Volume (vph)	7	81	158	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.910	
Flt Protected		0.996			0.984	
Satd. Flow (prot)	0	1855	1861	0	1668	0
Flt Permitted		0.996			0.984	
Satd. Flow (perm)	0	1855	1861	0	1668	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	88	172	1	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	96	173	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	7	81	158	1	1	2
Future Vol, veh/h	7	81	158	1	1	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	-	-	-	-	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	8	88	172	1	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	173	0	-	0	277 173
Stage 1	-	-	-	-	173 -
Stage 2	-	-	-	-	104 -
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	1404	-	-	-	713 871
Stage 1	-	-	-	-	857 -
Stage 2	-	-	-	-	920 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1404	-	-	-	709 871
Mov Cap-2 Maneuver	-	-	-	-	709 -
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	920 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1404	-	-	-	809
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	70	859	82	120	304	0	0	486	177
Future Volume (vph)	0	0	0	70	859	82	120	304	0	0	486	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.987							0.960
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4876	0	1719	3438	0	0	3301	0
Flt Permitted				0.950			0.128					
Satd. Flow (perm)	0	0	0	1719	4876	0	232	3438	0	0	3301	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13							34
Link Speed (mph)		55			55			40				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			4.4				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	77	944	90	136	345	0	0	648	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	77	1034	0	136	345	0	0	884	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								28.0
Total Split (%)				12.9%								20.0%
Maximum Green (s)				10.5								22.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.5	55.5		66.0	43.5				31.3
Actuated g/C Ratio				0.08	0.40		0.47	0.31				0.22
v/c Ratio				0.60	0.53		0.28	0.32				1.16
Control Delay				82.5	33.1		2.6	4.1				131.4
Queue Delay				0.0	0.0		0.8	0.5				0.0
Total Delay				82.5	33.1		3.4	4.6				131.4
LOS				F	C		A	A				F
Approach Delay					36.6			4.3				131.4
Approach LOS					D			A				F
Queue Length 50th (ft)				69	258		1	5				~496
Queue Length 95th (ft)				#133	304		1	5				#461
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				128	1940		487	1060				763
Starvation Cap Reductn				0	0		165	367				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.60	0.53		0.42	0.50				1.16

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 64.1  
 Intersection Capacity Utilization 63.0%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service B

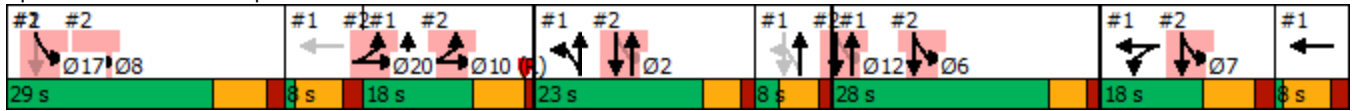
~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.



Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	198	2013	121	0	0	0	0	226	23	364	192	0
Future Volume (vph)	198	2013	121	0	0	0	0	226	23	364	192	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.992						0.986				
Flt Protected	0.950									0.950	0.976	
Satd. Flow (prot)	3400	4996	0	0	0	0	0	4965	0	1595	3277	0
Flt Permitted	0.950									0.511	0.955	
Satd. Flow (perm)	3400	4996	0	0	0	0	0	4965	0	858	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						10				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	208	2119	127	0	0	0	0	279	28	433	229	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	208	2246	0	0	0	0	0	307	0	216	446	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	19.5	47.5						25.5		74.0	74.0	
Actuated g/C Ratio	0.14	0.34						0.18		0.53	0.53	
v/c Ratio	0.44	1.32						0.34		0.31	0.26	
Control Delay	58.5	186.5						49.4		1.0	0.6	
Queue Delay	0.0	0.0						0.0		0.9	0.8	
Total Delay	58.5	186.5						49.4		1.9	1.4	
LOS	E	F						D		A	A	
Approach Delay		175.7						49.4			1.5	
Approach LOS		F						D			A	
Queue Length 50th (ft)	90	~970						87		3	3	
Queue Length 95th (ft)	132	#1062						106		m3	m3	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	473	1699						900		708	1722	
Starvation Cap Reductn	0	0						0		270	927	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.44	1.32						0.34		0.49	0.56	

Intersection Summary

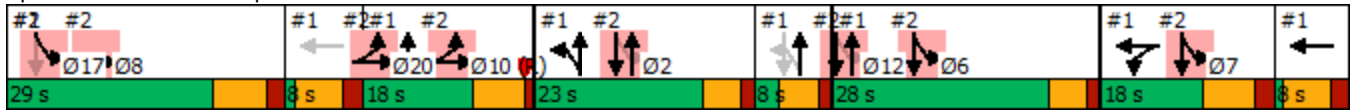
Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 130.7  
 Intersection LOS: F  
 Intersection Capacity Utilization 63.0%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	28.0	18.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	20%	13%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	22.5	10.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2023 Site + Forecasted PM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	3	10	160	2	332	1	2103	174	258	1116	4
Future Volume (vph)	12	3	10	160	2	332	1	2103	174	258	1116	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.961			0.953		0.950			0.950		
Satd. Flow (prot)	0	1773	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.716			0.713		0.216			0.054		
Satd. Flow (perm)	0	1321	1568	0	1315	1568	398	4981	0	100	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	17	4	14	188	2	391	1	2168	179	266	1151	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	14	0	190	391	1	2347	0	266	1155	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	20.5	20.5	15.5	15.5	60.0		15.5	60.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		22.1	22.1		22.1	45.4	95.8	73.6		91.4	94.8	
Actuated g/C Ratio		0.17	0.17		0.17	0.35	0.74	0.57		0.70	0.73	
v/c Ratio		0.09	0.04		0.85	0.70	0.00	0.83		0.90	0.31	
Control Delay		44.1	0.3		83.4	40.6	5.0	27.5		70.1	7.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		44.1	0.3		83.4	40.6	5.0	27.5		70.1	7.2	
LOS		D	A		F	D	A	C		E	A	
Approach Delay		26.6			54.6			27.5			19.0	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)		15	0		155	255	0	608		169	108	
Queue Length 95th (ft)		31	0		223	330	2	710		#320	187	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		269	372		268	583	447	2826		321	3669	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.08	0.04		0.71	0.67	0.00	0.83		0.83	0.31	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	28.3
Intersection LOS:	C
Intersection Capacity Utilization:	88.2%
ICU Level of Service:	E
Analysis Period (min):	15























# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2023 Site + Forecasted PM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	286	154	191	116	102	9	165	235	56	4	222	143
Future Volume (vph)	286	154	191	116	102	9	165	235	56	4	222	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	150		120	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.971				0.948
Flt Protected		0.969		0.950			0.950					0.999
Satd. Flow (prot)	0	1787	1568	1752	1823	0	1752	1791	0	0	1747	0
Flt Permitted		0.969		0.950			0.950					0.999
Satd. Flow (perm)	0	1787	1568	1752	1823	0	1752	1791	0	0	1747	0
Link Speed (mph)		35			30			35				35
Link Distance (ft)		355			606			630				3438
Travel Time (s)		6.9			13.8			12.3				67.0
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	336	181	225	193	170	15	204	290	69	5	264	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	517	225	193	185	0	204	359	0	0	439	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	80.1%						ICU Level of Service D					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	96.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↗		↖	↗			↕	
Traffic Vol, veh/h	286	154	191	116	102	9	165	235	56	4	222	143
Future Vol, veh/h	286	154	191	116	102	9	165	235	56	4	222	143
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	336	181	225	193	170	15	204	290	69	5	264	170
Number of Lanes	0	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	155.1	24.9	47.7	121
HCM LOS	F	C	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	65%	0%	100%	0%	1%
Vol Thru, %	0%	81%	35%	0%	0%	92%	60%
Vol Right, %	0%	19%	0%	100%	0%	8%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	291	440	191	116	111	369
LT Vol	165	0	286	0	116	0	4
Through Vol	0	235	154	0	0	102	222
RT Vol	0	56	0	191	0	9	143
Lane Flow Rate	204	359	518	225	193	185	439
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.552	0.911	1.376	0.533	0.546	0.494	1.135
Departure Headway (Hd)	10.744	10.075	10.075	8.995	11.206	10.614	9.985
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	338	363	368	404	325	342	369
Service Time	8.444	7.775	7.775	6.695	8.906	8.314	7.985
HCM Lane V/C Ratio	0.604	0.989	1.408	0.557	0.594	0.541	1.19
HCM Control Delay	25.9	60.1	213.1	21.5	26.6	23.2	121
HCM Lane LOS	D	F	F	C	D	C	F
HCM 95th-tile Q	3.2	9.2	24.4	3	3.1	2.6	15.8

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	355	105	235	1	1	196
Future Volume (vph)	355	105	235	1	1	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.88	0.88	0.78	0.78	0.81	0.81
Adj. Flow (vph)	403	119	301	1	1	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	522	302	0	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.8%			ICU Level of Service B		
Analysis Period (min)	15					

Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	355	1	41	174	23	290
Future Volume (vph)	355	1	41	174	23	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.991	0.996	
Satd. Flow (prot)	1863	0	0	1846	1623	0
Fl <sub>t</sub> Permitted				0.991	0.996	
Satd. Flow (perm)	1863	0	0	1846	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	444	1	51	215	29	363
Shared Lane Traffic (%)						
Lane Group Flow (vph)	445	0	0	266	392	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.4%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	8.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	1	41	174	23	290
Future Vol, veh/h	355	1	41	174	23	290
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	444	1	51	215	29	363

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	445	0	762 445
Stage 1	-	-	-	-	445 -
Stage 2	-	-	-	-	317 -
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	-	-	1115	-	373 613
Stage 1	-	-	-	-	646 -
Stage 2	-	-	-	-	738 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1115	-	354 613
Mov Cap-2 Maneuver	-	-	-	-	354 -
Stage 1	-	-	-	-	646 -
Stage 2	-	-	-	-	700 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	582	-	-	1115	-
HCM Lane V/C Ratio	0.672	-	-	0.045	-
HCM Control Delay (s)	22.9	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	5.1	-	-	0.1	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2023 Site + Forecasted PM - No Improvements



















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	103	235	310	41	1
Future Volume (vph)	3	103	235	310	41	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869				0.997	
Flt Protected	0.999			0.979		
Satd. Flow (prot)	1649	0	0	1860	1894	0
Flt Permitted	0.999			0.979		
Satd. Flow (perm)	1649	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	110	283	373	48	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	113	0	0	656	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.2%
ICU Level of Service	A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2023 Site + Forecasted PM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	97	1	1	2	44	510	1	1	219	15
Future Volume (vph)	28	2	97	1	1	2	44	510	1	1	219	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932							0.991
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1615			229			546				1178
Travel Time (s)		36.7			5.2			12.4				26.8
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	3	131	4	4	8	49	567	1	1	274	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	0	16	0	0	617	0	0	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	61.6%
ICU Level of Service	B
Analysis Period (min)	15















Intersection				
Intersection Delay, s/veh	6.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	172	16	617	294
Demand Flow Rate, veh/h	173	16	623	297
Vehicles Circulating, veh/h	282	660	42	57
Vehicles Exiting, veh/h	72	5	413	619
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	5.4	7.5	4.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	173	16	623	297
Cap Entry Lane, veh/h	1035	704	1322	1302
Entry HV Adj Factor	0.994	0.998	0.991	0.991
Flow Entry, veh/h	172	16	617	294
Cap Entry, veh/h	1029	702	1310	1290
V/C Ratio	0.167	0.023	0.471	0.228
Control Delay, s/veh	5.0	5.4	7.5	4.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	3	1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

2023 Site + Forecasted PM - No Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	1	1	22	1	1
Future Volume (vph)	59	1	1	22	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	1	1	24	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	1	1	24	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	59	1	1	22	1	1
Future Vol, veh/h	59	1	1	22	1	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	0	-	150	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	64	1	1	24	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	25
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1589
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1017	1084	-	-	1589
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1589
HCM Lane V/C Ratio	-	-	0.063	0.001	0.001
HCM Control Delay (s)	-	-	8.8	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B  
2023 Site + Forecasted PM - No Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	1	22	19	1	59
Future Volume (vph)	52	1	22	19	1	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.937			
Flt Protected	0.953				0.950	
Satd. Flow (prot)	1772	0	1745	0	1770	1863
Flt Permitted	0.953				0.950	
Satd. Flow (perm)	1772	0	1745	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	1	24	21	1	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	45	0	1	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	52	1	22	19	1	59
Future Vol, veh/h	52	1	22	19	1	59
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	57	1	24	21	1	64

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	101	35	0	0	45
Stage 1	35	-	-	-	-
Stage 2	66	-	-	-	-
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	898	1038	-	-	1563
Stage 1	987	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	897	1038	-	-	1563
Mov Cap-2 Maneuver	897	-	-	-	-
Stage 1	987	-	-	-	-
Stage 2	956	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	899	1563
HCM Lane V/C Ratio	-	-	0.064	0.001
HCM Control Delay (s)	-	-	9.3	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	41	173	1	111	117	1
Future Volume (vph)	41	173	1	111	117	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1660	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1660	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.81	0.81
Adj. Flow (vph)	49	206	1	121	144	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	255	0	1	121	145	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	173	1	111	117	1
Future Vol, veh/h	41	173	1	111	117	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	92	92	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	206	1	121	144	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	255	0	275 152
Stage 1	-	-	-	-	152 -
Stage 2	-	-	-	-	123 -
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	-	-	1310	-	715 894
Stage 1	-	-	-	-	876 -
Stage 2	-	-	-	-	902 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1310	-	714 894
Mov Cap-2 Maneuver	-	-	-	-	714 -
Stage 1	-	-	-	-	876 -
Stage 2	-	-	-	-	901 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	715	-	-	1310	-
HCM Lane V/C Ratio	0.204	-	-	0.001	-
HCM Control Delay (s)	11.3	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	5	168	104	1	1	13
Future Volume (vph)	5	168	104	1	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	1861	1861	0	1623	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	1861	1861	0	1623	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	183	113	1	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	188	114	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.9%
Analysis Period (min)	15
	ICU Level of Service A



Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	5	168	104	1	1	13
Future Vol, veh/h	5	168	104	1	1	13
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	5	183	113	1	1	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	114	0	-	0	307 114
Stage 1	-	-	-	-	114 -
Stage 2	-	-	-	-	193 -
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	1475	-	-	-	685 939
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	840 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1475	-	-	-	682 939
Mov Cap-2 Maneuver	-	-	-	-	682 -
Stage 1	-	-	-	-	907 -
Stage 2	-	-	-	-	840 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1475	-	-	-	914
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s)	7.5	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	2	166	98	1	1	7
Future Volume (vph)	2	166	98	1	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.880	
Flt Protected		0.999			0.994	
Satd. Flow (prot)	0	1861	1861	0	1629	0
Flt Permitted		0.999			0.994	
Satd. Flow (perm)	0	1861	1861	0	1629	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	180	107	1	1	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	182	108	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	166	98	1	1	7
Future Vol, veh/h	2	166	98	1	1	7
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	2	180	107	1	1	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	108	0	-	0	292 108
Stage 1	-	-	-	-	108 -
Stage 2	-	-	-	-	184 -
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	1483	-	-	-	699 946
Stage 1	-	-	-	-	916 -
Stage 2	-	-	-	-	848 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1483	-	-	-	698 946
Mov Cap-2 Maneuver	-	-	-	-	698 -
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	848 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1483	-	-	-	906
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	61	1908	128	181	397	0	0	290	241
Future Volume (vph)	0	0	0	61	1908	128	181	397	0	0	290	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		150
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.991							0.932
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4943	0	1736	3471	0	0	3235	0
Flt Permitted				0.950			0.167					
Satd. Flow (perm)	0	0	0	1736	4943	0	305	3471	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9							143
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	64	1988	133	206	451	0	0	302	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	64	2121	0	206	451	0	0	553	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								22.0
Total Split (%)				13.8%								16.9%
Maximum Green (s)				10.5								16.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				12.2	53.2		58.3	43.5				24.1
Actuated g/C Ratio				0.09	0.41		0.45	0.33				0.19
v/c Ratio				0.40	1.05		0.40	0.39				0.77
Control Delay				64.6	71.0		2.9	3.8				45.1
Queue Delay				0.0	0.0		1.0	0.6				0.0
Total Delay				64.6	71.0		3.9	4.4				45.1
LOS				E	E		A	A				D
Approach Delay					70.8			4.3				45.1
Approach LOS					E			A				D
Queue Length 50th (ft)				52	~730		1	6				176
Queue Length 95th (ft)				102	#826		2	7				243
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				162	2027		530	1135				755
Starvation Cap Reductn				0	0		150	347				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.40	1.05		0.54	0.57				0.73

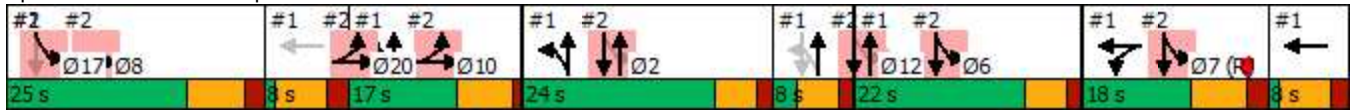
Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 53.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 80.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↘						↑↑↘		↖	↖↗	
Traffic Volume (vph)	232	554	148	0	0	0	0	345	9	131	219	0
Future Volume (vph)	232	554	148	0	0	0	0	345	9	131	219	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.968						0.996				
Flt Protected	0.950									0.950	0.994	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3274	0
Flt Permitted	0.950									0.455	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	749	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	280	667	178	0	0	0	0	371	10	144	241	0
Shared Lane Traffic (%)										25%		
Lane Group Flow (vph)	280	845	0	0	0	0	0	381	0	108	277	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2023 Site + Forecasted AM - With Improvements

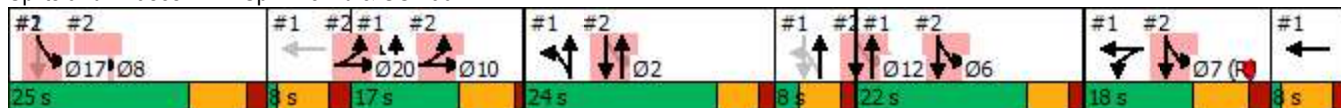


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	18.5	42.5						26.5		69.0	69.0	
Actuated g/C Ratio	0.14	0.33						0.20		0.53	0.53	
v/c Ratio	0.59	0.53						0.38		0.16	0.16	
Control Delay	57.9	34.5						45.6		3.7	3.2	
Queue Delay	0.0	0.0						0.0		0.3	0.4	
Total Delay	57.9	34.5						45.6		4.0	3.6	
LOS	E	C						D		A	A	
Approach Delay		40.3						45.6			3.7	
Approach LOS		D						D			A	
Queue Length 50th (ft)	115	197						101		9	13	
Queue Length 95th (ft)	148	218						135		m12	m15	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	474	1600						968		663	1711	
Starvation Cap Reductn	0	0						0		254	962	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.59	0.53						0.39		0.26	0.37	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 33.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 80.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	22.0	18.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	17%	14%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	16.5	10.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↕↕		↗	↕↕↕	
Traffic Volume (vph)	3	1	6	166	1	214	5	842	162	388	2680	10
Future Volume (vph)	3	1	6	166	1	214	5	842	162	388	2680	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.976			0.999	
Flt Protected		0.962			0.953		0.950			0.950		
Satd. Flow (prot)	0	1775	1568	0	1758	1568	1752	4915	0	1752	5031	0
Flt Permitted		0.792			0.724		0.043			0.189		
Satd. Flow (perm)	0	1461	1568	0	1336	1568	79	4915	0	349	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			83		45			1	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		5.6			10.9			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	4	1	8	198	1	255	6	991	191	400	2763	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	8	0	199	255	6	1182	0	400	2773	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	45.1	100.4	73.9		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.35	0.77	0.57		0.74	0.76	
v/c Ratio		0.03	0.03		1.11	0.43	0.03	0.42		0.81	0.73	
Control Delay		49.5	0.2		151.2	22.6	3.6	16.5		28.6	10.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.5	0.2		151.2	22.6	3.6	16.5		28.6	10.9	
LOS		D	A		F	C	A	B		C	B	
Approach Delay		19.1			78.9			16.5			13.2	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)		4	0		~191	108	1	191		134	353	
Queue Length 95th (ft)		14	0		#315	151	4	237		251	665	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		196	308		179	682	195	2812		586	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.03		1.11	0.37	0.03	0.42		0.68	0.73	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	105 (81%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.11
Intersection Signal Delay:	20.2
Intersection LOS:	C
Intersection Capacity Utilization:	90.0%
ICU Level of Service:	E
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.





















# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2023 Site + Forecasted AM - With Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	85	211	41	154	3	145	144	120	11	310	299
Future Volume (vph)	57	85	211	41	154	3	145	144	120	11	310	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		140	150		120	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	300			100			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.893			0.997			0.932			0.926	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1647	0	1752	1839	0	1752	1719	0	1752	1708	0
Flt Permitted	0.429			0.282			0.175			0.535		
Satd. Flow (perm)	791	1647	0	520	1839	0	323	1719	0	987	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		124			1			59			69	
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		355			606			630			3438	
Travel Time (s)		6.9			13.8			12.3			67.0	
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	60	89	222	56	211	4	167	166	138	12	337	325
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	311	0	56	215	0	167	304	0	12	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	12.0	22.0		12.0	22.0		12.0	44.0		12.0	44.0	
Total Split (%)	13.3%	24.4%		13.3%	24.4%		13.3%	48.9%		13.3%	48.9%	
Maximum Green (s)	7.5	17.5		7.5	17.5		7.5	39.5		7.5	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	18.0	14.2		18.0	14.2		40.0	43.0		44.1	32.3	
Actuated g/C Ratio	0.24	0.19		0.24	0.19		0.53	0.57		0.59	0.43	
v/c Ratio	0.21	0.75		0.23	0.62		0.53	0.30		0.02	0.85	
Control Delay	23.2	32.2		23.6	39.3		14.9	9.7		8.5	30.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.2	32.2		23.6	39.3		14.9	9.7		8.5	30.6	
LOS	C	C		C	D		B	A		A	C	
Approach Delay		30.7			36.1			11.5			30.3	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	23	97		21	109		40	62		3	286	
Queue Length 95th (ft)	52	#219		39	145		70	141		10	#506	
Internal Link Dist (ft)		275			526			550			3358	
Turn Bay Length (ft)	140			150						100		
Base Capacity (vph)	293	508		258	465		329	1102		667	1003	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.61		0.22	0.46		0.51	0.28		0.02	0.66	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	74.8
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	26.3
Intersection LOS:	C
Intersection Capacity Utilization:	79.2%
ICU Level of Service:	D
Analysis Period (min):	15

# 95th percentile volume exceeds capacity, queue may be longer.



Queue shown is maximum after two cycles.

Splits and Phases: 4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension



Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	90	205	73	1	2	415
Future Volume (vph)	90	205	73	1	2	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	103	236	100	1	2	477
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	339	101	0	479	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.9%
ICU Level of Service	A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	90	1	186	414	3	39
Future Volume (vph)	90	1	186	414	3	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.999			0.874		
Fl <sub>t</sub> Protected				0.985	0.997	
Satd. Flow (prot)	1861	0	0	1835	1623	0
Fl <sub>t</sub> Permitted				0.985	0.997	
Satd. Flow (perm)	1861	0	0	1835	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.89	0.89
Adj. Flow (vph)	111	1	209	465	3	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	0	0	674	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	1	186	414	3	39
Future Vol, veh/h	90	1	186	414	3	39
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	81	81	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	1	209	465	3	44

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	112	0	995
Stage 1	-	-	-	-	112
Stage 2	-	-	-	-	883
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	-	-	1478	-	271
Stage 1	-	-	-	-	913
Stage 2	-	-	-	-	404
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1478	-	219
Mov Cap-2 Maneuver	-	-	-	-	219
Stage 1	-	-	-	-	913
Stage 2	-	-	-	-	327

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	762	-	-	1478	-
HCM Lane V/C Ratio	0.062	-	-	0.141	-
HCM Control Delay (s)	10	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2023 Site + Forecasted AM - With Improvements



















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	207	73	42	186	1
Future Volume (vph)	1	207	73	42	186	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.866			0.999		
Fl <sub>t</sub> Protected				0.969		
Satd. Flow (prot)	1629	0	0	1823	1879	0
Fl <sub>t</sub> Permitted				0.969		
Satd. Flow (perm)	1629	0	0	1823	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.85	0.85	0.78	0.78	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	244	94	54	242	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	245	0	0	148	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.0%
Analysis Period (min)	15
	ICU Level of Service A

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2023 Site + Forecasted AM - With Improvements













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	28	1	1	1	100	124	1	1	443	31
Future Volume (vph)	3	1	28	1	1	1	100	124	1	1	443	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.882			0.955			0.999			0.991	
Flt Protected		0.996			0.984			0.978				
Satd. Flow (prot)	0	1636	0	0	1750	0	0	1820	0	0	1846	0
Flt Permitted		0.996			0.984			0.978				
Satd. Flow (perm)	0	1636	0	0	1750	0	0	1820	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	5	2	50	4	4	4	110	136	1	1	534	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	12	0	0	247	0	0	572	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	50.7%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection				
Intersection Delay, s/veh	6.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	57	12	247	572
Demand Flow Rate, veh/h	58	12	252	584
Vehicles Circulating, veh/h	550	256	8	120
Vehicles Exiting, veh/h	154	4	600	148
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	3.5	4.2	8.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	58	12	252	584
Cap Entry Lane, veh/h	787	1063	1369	1221
Entry HV Adj Factor	0.982	0.993	0.981	0.980
Flow Entry, veh/h	57	12	247	572
Cap Entry, veh/h	773	1056	1343	1196
V/C Ratio	0.074	0.011	0.184	0.478
Control Delay, s/veh	5.4	3.5	4.2	8.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3

Premier Logistics Park TIA  
Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

2023 Site + Forecasted AM - With Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	1	1	61	1	1
Future Volume (vph)	18	1	1	61	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	1	1	66	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	1	1	66	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.8%			ICU Level of Service A		
Analysis Period (min)	15					



Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	18	1	1	61	1	1
Future Vol, veh/h	18	1	1	61	1	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	0	-	150	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	20	1	1	66	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	67
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1535
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1017	1084	-	-	1535
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1535
HCM Lane V/C Ratio	-	-	0.019	0.001	0.001
HCM Control Delay (s)	-	-	8.6	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0

Premier Logistics Park TIA 10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B  
 Lanes, Volumes, Timings 2023 Site + Forecasted AM - With Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	1	61	54	1	18
Future Volume (vph)	16	1	61	54	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.936			
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1765	0	1744	0	1770	1863
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1765	0	1744	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	1	66	59	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	125	0	1	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

**Intersection Summary**

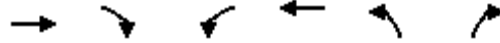
Area Type: Other  
 Control Type: Unsignalized  
 Intersection Capacity Utilization 16.5% ICU Level of Service A  
 Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	1	61	54	1	18
Future Vol, veh/h	16	1	61	54	1	18
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	17	1	66	59	1	20

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	118	96	0	0	125
Stage 1	96	-	-	-	-
Stage 2	22	-	-	-	-
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	878	960	-	-	1462
Stage 1	928	-	-	-	-
Stage 2	1001	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	877	960	-	-	1462
Mov Cap-2 Maneuver	877	-	-	-	-
Stage 1	928	-	-	-	-
Stage 2	1000	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	1462
HCM Lane V/C Ratio	-	-	0.021	0.001
HCM Control Delay (s)	-	-	9.2	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	115	105	1	34	164	1
Future Volume (vph)	115	105	1	34	164	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.936				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1744	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1744	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	114	1	37	178	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	0	1	37	179	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	115	105	1	34	164	1
Future Vol, veh/h	115	105	1	34	164	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	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	125	114	1	37	178	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	239	0	221
Stage 1	-	-	-	-	182
Stage 2	-	-	-	-	39
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	-	-	1328	-	767
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	983
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1328	-	766
Mov Cap-2 Maneuver	-	-	-	-	766
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	982

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	767	-	-	1328	-
HCM Lane V/C Ratio	0.234	-	-	0.001	-
HCM Control Delay (s)	11.1	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↘
Traffic Volume (vph)	14	87	160	1	1	4
Future Volume (vph)	14	87	160	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.892	
Flt Protected		0.993			0.990	
Satd. Flow (prot)	0	1850	1861	0	1645	0
Flt Permitted		0.993			0.990	
Satd. Flow (perm)	0	1850	1861	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	95	174	1	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	110	175	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	14	87	160	1	1	4
Future Vol, veh/h	14	87	160	1	1	4
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	15	95	174	1	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	175	0	-	0	300 175
Stage 1	-	-	-	-	175 -
Stage 2	-	-	-	-	125 -
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	1401	-	-	-	691 868
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	901 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1401	-	-	-	683 868
Mov Cap-2 Maneuver	-	-	-	-	683 -
Stage 1	-	-	-	-	846 -
Stage 2	-	-	-	-	901 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	823
HCM Lane V/C Ratio	0.011	-	-	-	0.007
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	81	158	1	1	2
Future Volume (vph)	7	81	158	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.910	
Flt Protected		0.996			0.984	
Satd. Flow (prot)	0	1855	1861	0	1668	0
Flt Permitted		0.996			0.984	
Satd. Flow (perm)	0	1855	1861	0	1668	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	88	172	1	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	96	173	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.1%
Analysis Period (min)	15
	ICU Level of Service A



Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	7	81	158	1	1	2
Future Vol, veh/h	7	81	158	1	1	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	-	-	-	-	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	8	88	172	1	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	173	0	-	0	277 173
Stage 1	-	-	-	-	173 -
Stage 2	-	-	-	-	104 -
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	1404	-	-	-	713 871
Stage 1	-	-	-	-	857 -
Stage 2	-	-	-	-	920 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1404	-	-	-	709 871
Mov Cap-2 Maneuver	-	-	-	-	709 -
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	920 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1404	-	-	-	809
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings  
1: Sprinkle Rd & US 290 WB FR

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	70	859	82	120	304	0	0	486	177
Future Volume (vph)	0	0	0	70	859	82	120	304	0	0	486	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		150
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.987							0.960
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4876	0	1719	3438	0	0	3301	0
Flt Permitted				0.950			0.128					
Satd. Flow (perm)	0	0	0	1719	4876	0	232	3438	0	0	3301	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13							34
Link Speed (mph)		55			55			40				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			4.4				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	77	944	90	136	345	0	0	648	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	77	1034	0	136	345	0	0	884	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Lanes, Volumes, Timings  
1: Sprinkle Rd & US 290 WB FR

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12			12	
Detector Phase				7	7 8 17		2 10	2 10 12			6	
Switch Phase												
Minimum Initial (s)				4.0							8.0	
Minimum Split (s)				17.5							17.5	
Total Split (s)				18.0							28.0	
Total Split (%)				12.9%							20.0%	
Maximum Green (s)				10.5							22.5	
Yellow Time (s)				5.5							4.0	
All-Red Time (s)				2.0							1.5	
Lost Time Adjust (s)				0.0							0.0	
Total Lost Time (s)				7.5							5.5	
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0							3.0	
Recall Mode				None							Min	
Act Effct Green (s)				10.5	55.5		66.0	43.5			31.3	
Actuated g/C Ratio				0.08	0.40		0.47	0.31			0.22	
v/c Ratio				0.60	0.53		0.28	0.32			1.16	
Control Delay				82.5	33.1		2.6	4.1			131.4	
Queue Delay				0.0	0.0		0.8	0.5			0.0	
Total Delay				82.5	33.1		3.4	4.6			131.4	
LOS				F	C		A	A			F	
Approach Delay					36.6			4.3			131.4	
Approach LOS					D			A			F	
Queue Length 50th (ft)				69	258		1	5			~496	
Queue Length 95th (ft)				#133	304		1	5			#461	
Internal Link Dist (ft)		827			1301			180			270	
Turn Bay Length (ft)				540								
Base Capacity (vph)				128	1940		487	1060			763	
Starvation Cap Reductn				0	0		165	367			0	
Spillback Cap Reductn				0	0		0	0			0	
Storage Cap Reductn				0	0		0	0			0	
Reduced v/c Ratio				0.60	0.53		0.42	0.50			1.16	

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 64.1  
 Intersection LOS: E  
 Intersection Capacity Utilization 63.0%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

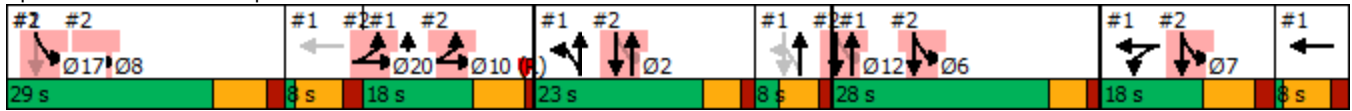
Lanes, Volumes, Timings  
 1: Sprinkle Rd & US 290 WB FR

01/14/2020

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Lanes, Volumes, Timings  
2: Sprinkle Rd & US 290 EB FR

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	198	2013	121	0	0	0	0	226	23	364	192	0
Future Volume (vph)	198	2013	121	0	0	0	0	226	23	364	192	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.992						0.986				
Flt Protected	0.950									0.950	0.976	
Satd. Flow (prot)	3400	4996	0	0	0	0	0	4965	0	1595	3277	0
Flt Permitted	0.950									0.511	0.955	
Satd. Flow (perm)	3400	4996	0	0	0	0	0	4965	0	858	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						10				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	208	2119	127	0	0	0	0	279	28	433	229	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	208	2246	0	0	0	0	0	307	0	216	446	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Lanes, Volumes, Timings  
2: Sprinkle Rd & US 290 EB FR

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	19.5	47.5						25.5		74.0	74.0	
Actuated g/C Ratio	0.14	0.34						0.18		0.53	0.53	
v/c Ratio	0.44	1.32						0.34		0.31	0.26	
Control Delay	58.5	186.5						49.4		1.0	0.6	
Queue Delay	0.0	0.0						0.0		0.9	0.8	
Total Delay	58.5	186.5						49.4		1.9	1.4	
LOS	E	F						D		A	A	
Approach Delay		175.7						49.4			1.5	
Approach LOS		F						D			A	
Queue Length 50th (ft)	90	~970						87		3	3	
Queue Length 95th (ft)	132	#1062						106		m3	m3	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	473	1699						900		708	1722	
Starvation Cap Reductn	0	0						0		270	927	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.44	1.32						0.34		0.49	0.56	

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 130.7 Intersection LOS: F  
 Intersection Capacity Utilization 63.0% ICU Level of Service B  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lanes, Volumes, Timings  
 2: Sprinkle Rd & US 290 EB FR

01/14/2020

Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	28.0	18.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	20%	13%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	22.5	10.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								



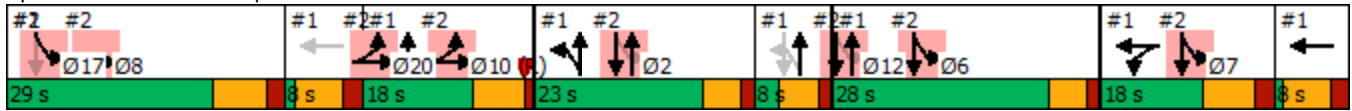
Lanes, Volumes, Timings  
 2: Sprinkle Rd & US 290 EB FR

01/14/2020

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Lanes, Volumes, Timings  
3: Cameron Rd & Ferguson Ln

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↕↕		↗	↕↕↕	
Traffic Volume (vph)	12	3	10	160	2	332	1	2103	174	258	1116	4
Future Volume (vph)	12	3	10	160	2	332	1	2103	174	258	1116	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.961			0.953		0.950			0.950		
Satd. Flow (prot)	0	1773	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.716			0.713		0.216			0.054		
Satd. Flow (perm)	0	1321	1568	0	1315	1568	398	4981	0	100	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	17	4	14	188	2	391	1	2168	179	266	1151	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	14	0	190	391	1	2347	0	266	1155	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Lanes, Volumes, Timings  
3: Cameron Rd & Ferguson Ln

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	20.5	20.5	15.5	15.5	60.0		15.5	60.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		22.1	22.1		22.1	45.4	95.8	73.6		91.4	94.8	
Actuated g/C Ratio		0.17	0.17		0.17	0.35	0.74	0.57		0.70	0.73	
v/c Ratio		0.09	0.04		0.85	0.70	0.00	0.83		0.90	0.31	
Control Delay		44.1	0.3		83.4	40.6	5.0	27.5		70.1	7.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		44.1	0.3		83.4	40.6	5.0	27.5		70.1	7.2	
LOS		D	A		F	D	A	C		E	A	
Approach Delay		26.6			54.6			27.5			19.0	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)		15	0		155	255	0	608		169	108	
Queue Length 95th (ft)		31	0		223	330	2	710		#320	187	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		269	372		268	583	447	2826		321	3669	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.08	0.04		0.71	0.67	0.00	0.83		0.83	0.31	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	28.3
Intersection LOS:	C
Intersection Capacity Utilization:	88.2%
ICU Level of Service:	E
Analysis Period (min):	15

Lanes, Volumes, Timings  
 3: Cameron Rd & Ferguson Ln

01/14/2020

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Lanes, Volumes, Timings  
4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	286	154	191	116	102	9	165	235	56	4	222	143
Future Volume (vph)	286	154	191	116	102	9	165	235	56	4	222	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		140	150		120	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	300			100			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.988			0.971			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1692	0	1752	1823	0	1752	1791	0	1752	1736	0
Flt Permitted	0.498			0.194			0.257			0.428		
Satd. Flow (perm)	919	1692	0	358	1823	0	474	1791	0	790	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68			4			14			37	
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		355			606			630			3438	
Travel Time (s)		6.9			13.8			12.3			67.0	
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	336	181	225	193	170	15	204	290	69	5	264	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	336	406	0	193	185	0	204	359	0	5	434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lanes, Volumes, Timings  
 4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension

01/14/2020

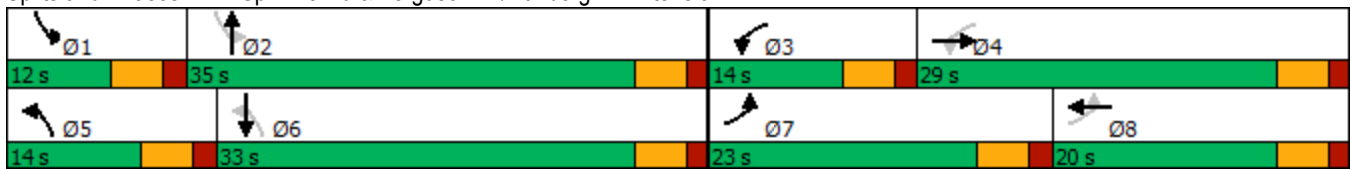


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	23.0		10.0	12.0		12.0	23.0		12.0	23.0	
Total Split (s)	23.0	29.0		14.0	20.0		14.0	35.0		12.0	33.0	
Total Split (%)	25.6%	32.2%		15.6%	22.2%		15.6%	38.9%		13.3%	36.7%	
Maximum Green (s)	18.0	24.0		9.0	15.0		9.0	30.0		7.0	28.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	29.4	20.6		29.4	14.2		31.8	34.9		36.0	23.0	
Actuated g/C Ratio	0.36	0.25		0.36	0.17		0.39	0.43		0.44	0.28	
v/c Ratio	0.69	0.85		0.69	0.58		0.63	0.46		0.01	0.84	
Control Delay	26.3	42.9		31.7	40.3		24.7	19.9		13.0	41.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.3	42.9		31.7	40.3		24.7	19.9		13.0	41.6	
LOS	C	D		C	D		C	B		B	D	
Approach Delay		35.4			35.9			21.6			41.2	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	127	175		66	92		67	125		2	204	
Queue Length 95th (ft)	192	#296		73	103		100	214		7	287	
Internal Link Dist (ft)		275			526			550			3358	
Turn Bay Length (ft)	140			150						100		
Base Capacity (vph)	544	555		287	348		330	792		434	631	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.62	0.73		0.67	0.53		0.62	0.45		0.01	0.69	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 81.6  
 Natural Cycle: 70  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 33.1 Intersection LOS: C  
 Intersection Capacity Utilization 72.4% ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension



Lanes, Volumes, Timings  
5: Sprinkle Rd & Cameron Rd

01/14/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	355	105	235	1	1	196
Future Volume (vph)	355	105	235	1	1	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.88	0.88	0.78	0.78	0.81	0.81
Adj. Flow (vph)	403	119	301	1	1	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	522	302	0	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.8%
Analysis Period (min)	15
	ICU Level of Service B



Lanes, Volumes, Timings  
6: Springdale Rd & Cameron Rd

01/14/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	355	1	41	174	23	290
Future Volume (vph)	355	1	41	174	23	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.991	0.996	
Satd. Flow (prot)	1863	0	0	1846	1623	0
Fl <sub>t</sub> Permitted				0.991	0.996	
Satd. Flow (perm)	1863	0	0	1846	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	444	1	51	215	29	363
Shared Lane Traffic (%)						
Lane Group Flow (vph)	445	0	0	266	392	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.4%
ICU Level of Service	B
Analysis Period (min)	15

HCM 6th TWSC  
6: Springdale Rd & Cameron Rd

01/14/2020

Intersection						
Int Delay, s/veh	8.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	1	41	174	23	290
Future Vol, veh/h	355	1	41	174	23	290
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	444	1	51	215	29	363

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	445	0	762
Stage 1	-	-	-	-	445
Stage 2	-	-	-	-	317
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	-	-	1115	-	373
Stage 1	-	-	-	-	646
Stage 2	-	-	-	-	738
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1115	-	354
Mov Cap-2 Maneuver	-	-	-	-	354
Stage 1	-	-	-	-	646
Stage 2	-	-	-	-	700

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	582	-	-	1115	-
HCM Lane V/C Ratio	0.672	-	-	0.045	-
HCM Control Delay (s)	22.9	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	5.1	-	-	0.1	-

Lanes, Volumes, Timings  
7: Springdale Rd & Sprinkle Rd

01/14/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	103	235	310	41	1
Future Volume (vph)	3	103	235	310	41	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.869				0.997	
Fl <sub>t</sub> Protected	0.999			0.979		
Satd. Flow (prot)	1649	0	0	1860	1894	0
Fl <sub>t</sub> Permitted	0.999			0.979		
Satd. Flow (perm)	1649	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	110	283	373	48	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	113	0	0	656	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.2%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings  
8: Springdale Rd & Ferguson Ln

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	28	2	97	1	1	2	44	510	1	1	219	15
Future Volume (vph)	28	2	97	1	1	2	44	510	1	1	219	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932							0.991
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	3	131	4	4	8	49	567	1	1	274	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	0	16	0	0	617	0	0	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	61.6%
ICU Level of Service	B
Analysis Period (min)	15

HCM 6th Roundabout  
8: Springdale Rd & Ferguson Ln

01/14/2020

Intersection				
Intersection Delay, s/veh	6.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	172	16	617	294
Demand Flow Rate, veh/h	173	16	623	297
Vehicles Circulating, veh/h	282	660	42	57
Vehicles Exiting, veh/h	72	5	413	619
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	5.4	7.5	4.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	173	16	623	297
Cap Entry Lane, veh/h	1035	704	1322	1302
Entry HV Adj Factor	0.994	0.998	0.991	0.991
Flow Entry, veh/h	172	16	617	294
Cap Entry, veh/h	1029	702	1310	1290
V/C Ratio	0.167	0.023	0.471	0.228
Control Delay, s/veh	5.0	5.4	7.5	4.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	3	1

Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

01/14/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	1	1	22	1	1
Future Volume (vph)	59	1	1	22	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	1	1	24	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	1	1	24	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	59	1	1	22	1	1
Future Vol, veh/h	59	1	1	22	1	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	0	-	150	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	64	1	1	24	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	25
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1589
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1017	1084	-	-	1589
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1589
HCM Lane V/C Ratio	-	-	0.063	0.001	0.001
HCM Control Delay (s)	-	-	8.8	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	0

Lanes, Volumes, Timings

10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B

01/14/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	1	22	19	1	59
Future Volume (vph)	52	1	22	19	1	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.937			
Flt Protected	0.953				0.950	
Satd. Flow (prot)	1772	0	1745	0	1770	1863
Flt Permitted	0.953				0.950	
Satd. Flow (perm)	1772	0	1745	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	1	24	21	1	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	45	0	1	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
	ICU Level of Service A
Analysis Period (min)	15



Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	1	22	19	1	59
Future Vol, veh/h	52	1	22	19	1	59
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	57	1	24	21	1	64

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	101	35	0	0	45
Stage 1	35	-	-	-	-
Stage 2	66	-	-	-	-
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	898	1038	-	-	1563
Stage 1	987	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	897	1038	-	-	1563
Mov Cap-2 Maneuver	897	-	-	-	-
Stage 1	987	-	-	-	-
Stage 2	956	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	899	1563
HCM Lane V/C Ratio	-	-	0.064	0.001
HCM Control Delay (s)	-	-	9.3	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Lanes, Volumes, Timings  
 11: Ferguson Ln & Runberg Ln Extension

01/14/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	41	173	1	111	117	1
Future Volume (vph)	41	173	1	111	117	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1660	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1660	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.81	0.81
Adj. Flow (vph)	49	206	1	121	144	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	255	0	1	121	145	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.0%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC  
 11: Ferguson Ln & Runberg Ln Extension

01/14/2020

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	173	1	111	117	1
Future Vol, veh/h	41	173	1	111	117	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	92	92	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	206	1	121	144	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	255	0	275 152
Stage 1	-	-	-	-	152 -
Stage 2	-	-	-	-	123 -
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	-	-	1310	-	715 894
Stage 1	-	-	-	-	876 -
Stage 2	-	-	-	-	902 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1310	-	714 894
Mov Cap-2 Maneuver	-	-	-	-	714 -
Stage 1	-	-	-	-	876 -
Stage 2	-	-	-	-	901 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	715	-	-	1310	-
HCM Lane V/C Ratio	0.204	-	-	0.001	-
HCM Control Delay (s)	11.3	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Lanes, Volumes, Timings  
12: Ferguson Ln & Driveway C

01/14/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	168	104	1	1	13
Future Volume (vph)	5	168	104	1	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	1861	1861	0	1623	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	1861	1861	0	1623	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	183	113	1	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	188	114	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	5	168	104	1	1	13
Future Vol, veh/h	5	168	104	1	1	13
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	5	183	113	1	1	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	114	0	-	0	307 114
Stage 1	-	-	-	-	114 -
Stage 2	-	-	-	-	193 -
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	1475	-	-	-	685 939
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	840 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1475	-	-	-	682 939
Mov Cap-2 Maneuver	-	-	-	-	682 -
Stage 1	-	-	-	-	907 -
Stage 2	-	-	-	-	840 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1475	-	-	-	914
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s)	7.5	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings  
13: Ferguson Ln & Driveway D

01/14/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	166	98	1	1	7
Future Volume (vph)	2	166	98	1	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.880	
Flt Protected		0.999			0.994	
Satd. Flow (prot)	0	1861	1861	0	1629	0
Flt Permitted		0.999			0.994	
Satd. Flow (perm)	0	1861	1861	0	1629	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	180	107	1	1	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	182	108	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	2	166	98	1	1	7
Future Vol, veh/h	2	166	98	1	1	7
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	2	180	107	1	1	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	108	0	-	0	292 108
Stage 1	-	-	-	-	108 -
Stage 2	-	-	-	-	184 -
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	1483	-	-	-	699 946
Stage 1	-	-	-	-	916 -
Stage 2	-	-	-	-	848 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1483	-	-	-	698 946
Mov Cap-2 Maneuver	-	-	-	-	698 -
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	848 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1483	-	-	-	906
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	67	2107	88	200	384	0	0	302	253
Future Volume (vph)	0	0	0	67	2107	88	200	384	0	0	302	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.994							0.932
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4958	0	1736	3471	0	0	3235	0
Flt Permitted				0.950			0.165					
Satd. Flow (perm)	0	0	0	1736	4958	0	301	3471	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6							143
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	70	2195	92	227	436	0	0	315	264
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	70	2287	0	227	436	0	0	579	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6



Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								22.0
Total Split (%)				13.8%								16.9%
Maximum Green (s)				10.5								16.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				11.6	52.6		58.9	43.5				24.2
Actuated g/C Ratio				0.09	0.40		0.45	0.33				0.19
v/c Ratio				0.45	1.14		0.44	0.38				0.81
Control Delay				67.0	104.9		3.4	4.0				47.5
Queue Delay				0.0	0.0		1.0	0.5				0.0
Total Delay				67.0	104.9		4.4	4.4				47.5
LOS				E	F		A	A				D
Approach Delay					103.7			4.4				47.5
Approach LOS					F			A				D
Queue Length 50th (ft)				58	~837		2	6				189
Queue Length 95th (ft)				109	#931		2	8				258
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				155	2010		529	1153				744
Starvation Cap Reductn				0	0		127	331				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.45	1.14		0.56	0.53				0.78

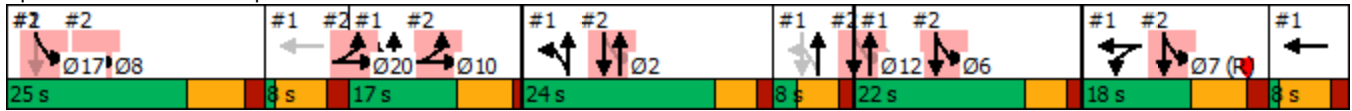
Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.14  
 Intersection Signal Delay: 76.4  
 Intersection LOS: E  
 Intersection Capacity Utilization 85.6%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	612	164	0	0	0	0	373	10	129	240	0
Future Volume (vph)	211	612	164	0	0	0	0	373	10	129	240	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.968						0.996				
Flt Protected	0.950									0.950	0.995	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3277	0
Flt Permitted	0.950									0.426	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	701	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	254	737	198	0	0	0	0	401	11	142	264	0
Shared Lane Traffic (%)										21%		
Lane Group Flow (vph)	254	935	0	0	0	0	0	412	0	112	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Forecasted AM



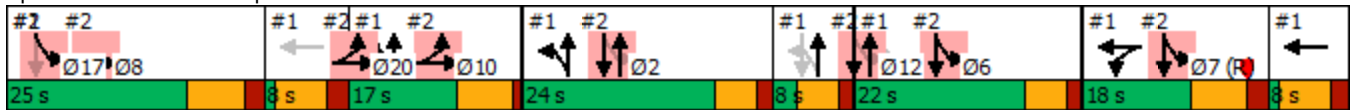
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	18.5	42.5						26.5		69.0	69.0	
Actuated g/C Ratio	0.14	0.33						0.20		0.53	0.53	
v/c Ratio	0.54	0.58						0.41		0.17	0.17	
Control Delay	56.4	35.9						46.1		3.6	3.2	
Queue Delay	0.0	0.0						0.0		0.3	0.4	
Total Delay	56.4	35.9						46.1		3.9	3.5	
LOS	E	D						D		A	A	
Approach Delay		40.2						46.1			3.6	
Approach LOS		D						D			A	
Queue Length 50th (ft)	103	226						110		9	13	
Queue Length 95th (ft)	136	245						146		m12	m15	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	474	1600						994		654	1728	
Starvation Cap Reductn	0	0						0		252	956	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.54	0.58						0.41		0.28	0.38	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.14  
 Intersection Signal Delay: 34.0  
 Intersection Capacity Utilization 85.6%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service E

m Volume for 95th percentile queue is metered by upstream signal.























Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	22.0	18.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	17%	14%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	16.5	10.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2028 Forecasted AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1	7	179	1	230	6	930	163	405	2959	11
Future Volume (vph)	4	1	7	179	1	230	6	930	163	405	2959	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.978			0.999	
Flt Protected		0.960			0.953		0.950			0.950		
Satd. Flow (prot)	0	1771	1568	0	1758	1568	1752	4925	0	1752	5031	0
Flt Permitted		0.711			0.724		0.043			0.160		
Satd. Flow (perm)	0	1312	1568	0	1336	1568	79	4925	0	295	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			63		39			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	5	1	9	213	1	274	7	1094	192	418	3051	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	9	0	214	274	7	1286	0	418	3062	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2028 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	47.6	100.4	71.4		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.37	0.77	0.55		0.74	0.76	
v/c Ratio		0.03	0.03		1.20	0.45	0.04	0.47		0.85	0.80	
Control Delay		49.8	0.1		177.1	25.3	3.7	18.5		37.7	13.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.8	0.1		177.1	25.3	3.7	18.5		37.7	13.1	
LOS		D	A		F	C	A	B		D	B	
Approach Delay		20.0			91.9			18.4			16.0	
Approach LOS		B			F			B			B	
Queue Length 50th (ft)		4	0		~217	130	1	230		185	449	
Queue Length 95th (ft)		15	0		#343	180	4	265		311	841	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		176	308		179	670	195	2723		554	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.03		1.20	0.41	0.04	0.47		0.75	0.80	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	105 (81%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.20
Intersection Signal Delay:	23.7
Intersection LOS:	C
Intersection Capacity Utilization:	96.1%
ICU Level of Service:	F
Analysis Period (min):	15





















- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Private Drwy/Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln  
2028 Forecasted AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	56	233	14	159	1	160	159	26	4	342	330
Future Volume (vph)	63	56	233	14	159	1	160	159	26	4	342	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		120	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.979			0.934	
Flt Protected		0.974			0.996		0.950					
Satd. Flow (prot)	0	1797	1568	0	1837	1568	1752	1806	0	0	1723	0
Flt Permitted		0.974			0.996		0.950					
Satd. Flow (perm)	0	1797	1568	0	1837	1568	1752	1806	0	0	1723	0
Link Speed (mph)		40			30			35			35	
Link Distance (ft)		355			1803			630			3438	
Travel Time (s)		6.1			41.0			12.3			67.0	
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	66	59	245	19	218	1	184	183	30	4	372	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	245	0	237	1	184	213	0	0	735	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	77.3%						ICU Level of Service D					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	128.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕	↕	↕			↕	
Traffic Vol, veh/h	63	56	233	14	159	1	160	159	26	4	342	330
Future Vol, veh/h	63	56	233	14	159	1	160	159	26	4	342	330
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	66	59	245	19	218	1	184	183	30	4	372	359
Number of Lanes	0	1	1	0	1	1	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	19.1	24	19.1	275.7
HCM LOS	C	C	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	53%	0%	8%	0%	1%
Vol Thru, %	0%	86%	47%	0%	92%	0%	51%
Vol Right, %	0%	14%	0%	100%	0%	100%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	185	119	233	173	1	676
LT Vol	160	0	63	0	14	0	4
Through Vol	0	159	56	0	159	0	342
RT Vol	0	26	0	233	0	1	330
Lane Flow Rate	184	213	125	245	237	1	735
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.431	0.463	0.295	0.512	0.557	0.003	1.545
Departure Headway (Hd)	9.521	8.895	9.829	8.813	9.799	9.018	7.572
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	408	368	412	372	399	485
Service Time	7.221	6.595	7.529	6.513	7.499	6.718	5.572
HCM Lane V/C Ratio	0.483	0.522	0.34	0.595	0.637	0.003	1.515
HCM Control Delay	19.2	19	16.6	20.4	24.1	11.7	275.7
HCM Lane LOS	C	C	C	C	C	B	F
HCM 95th-tile Q	2.1	2.4	1.2	2.8	3.3	0	39.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↘	↙
Traffic Volume (vph)	97	226	80	1	2	451
Future Volume (vph)	97	226	80	1	2	451
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	111	260	110	1	2	518
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	371	111	0	520	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	58.6%			ICU Level of Service B		
Analysis Period (min)	15					



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	97	1	206	450	4	43
Future Volume (vph)	97	1	206	450	4	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.877		
Flt Protected				0.985	0.996	
Satd. Flow (prot)	1861	0	0	1835	1627	0
Flt Permitted				0.985	0.996	
Satd. Flow (perm)	1861	0	0	1835	1627	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.81	0.81
Adj. Flow (vph)	109	1	231	506	5	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	110	0	0	737	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	1	206	450	4	43
Future Vol, veh/h	97	1	206	450	4	43
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	89	89	89	89	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	1	231	506	5	53

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	110	0	1078 110
Stage 1	-	-	-	-	110 -
Stage 2	-	-	-	-	968 -
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	-	-	1480	-	242 943
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	368 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1480	-	189 943
Mov Cap-2 Maneuver	-	-	-	-	189 -
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	288 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	704	-	-	1480	-
HCM Lane V/C Ratio	0.082	-	-	0.156	-
HCM Control Delay (s)	10.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.6	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	228	80	47	206	1
Future Volume (vph)	1	228	80	47	206	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.866			0.999		
Fl <sub>t</sub> Protected				0.970		
Satd. Flow (prot)	1629	0	0	1825	1879	0
Fl <sub>t</sub> Permitted				0.970		
Satd. Flow (perm)	1629	0	0	1825	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	265	93	55	240	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	266	0	0	148	241	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.0%
	ICU Level of Service A
Analysis Period (min)	15



Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2028 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	1	31	1	1	1	110	137	1	1	489	35
Future Volume (vph)	4	1	31	1	1	1	110	137	1	1	489	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.884			0.955						0.991	
Fl <sub>t</sub> Protected		0.995			0.984			0.978				
Satd. Flow (prot)	0	1638	0	0	1750	0	0	1822	0	0	1846	0
Fl <sub>t</sub> Permitted		0.995			0.984			0.978				
Satd. Flow (perm)	0	1638	0	0	1750	0	0	1822	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	7	2	55	4	4	4	121	151	1	1	589	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	12	0	0	273	0	0	632	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	54.6%
ICU Level of Service	A
Analysis Period (min)	15

Intersection				
Intersection Delay, s/veh	7.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	64	12	273	632
Demand Flow Rate, veh/h	65	12	278	645
Vehicles Circulating, veh/h	606	284	10	131
Vehicles Exiting, veh/h	170	4	661	165
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.8	3.6	4.4	9.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	65	12	278	645
Cap Entry Lane, veh/h	744	1033	1366	1207
Entry HV Adj Factor	0.984	0.993	0.982	0.980
Flow Entry, veh/h	64	12	273	632
Cap Entry, veh/h	732	1026	1341	1183
V/C Ratio	0.087	0.012	0.204	0.534
Control Delay, s/veh	5.8	3.6	4.4	9.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2028 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	78	949	72	133	317	0	0	478	151
Future Volume (vph)	0	0	0	78	949	72	133	317	0	0	478	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.989							0.964
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4886	0	1719	3438	0	0	3314	0
Flt Permitted				0.950			0.129					
Satd. Flow (perm)	0	0	0	1719	4886	0	233	3438	0	0	3314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10							28
Link Speed (mph)		55			55			40				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			4.4				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	86	1043	79	151	360	0	0	637	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	86	1122	0	151	360	0	0	838	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2028 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								28.0
Total Split (%)				12.9%								20.0%
Maximum Green (s)				10.5								22.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.5	55.5		66.0	43.5				31.0
Actuated g/C Ratio				0.08	0.40		0.47	0.31				0.22
v/c Ratio				0.67	0.58		0.31	0.34				1.11
Control Delay				88.1	34.2		2.7	4.2				114.8
Queue Delay				0.0	0.0		0.8	0.5				0.0
Total Delay				88.1	34.2		3.6	4.7				114.8
LOS				F	C		A	A				F
Approach Delay					38.0			4.4				114.8
Approach LOS					D			A				F
Queue Length 50th (ft)				78	287		1	5				~453
Queue Length 95th (ft)				#156	336		1	6				#424
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				128	1942		487	1054				755
Starvation Cap Reductn				0	0		153	343				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.67	0.58		0.45	0.51				1.11

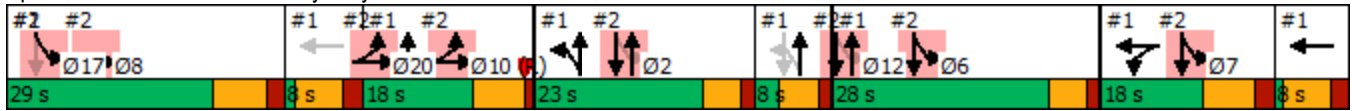
Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.46  
 Intersection Signal Delay: 56.5  
 Intersection LOS: E  
 Intersection Capacity Utilization 67.3%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Tuscany Way & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2028 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑						↑↑↑		↔	↔↔	
Traffic Volume (vph)	203	2223	134	0	0	0	0	247	25	351	205	0
Future Volume (vph)	203	2223	134	0	0	0	0	247	25	351	205	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.991						0.986				
Flt Protected	0.950									0.950	0.977	
Satd. Flow (prot)	3400	4991	0	0	0	0	0	4965	0	1595	3280	0
Flt Permitted	0.950									0.480	0.955	
Satd. Flow (perm)	3400	4991	0	0	0	0	0	4965	0	806	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						11				
Link Speed (mph)		55			55			30				40
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			5.2				4.4
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	214	2340	141	0	0	0	0	305	31	418	244	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	214	2481	0	0	0	0	0	336	0	209	453	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2028 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	19.5	47.5						25.5		74.0	74.0	
Actuated g/C Ratio	0.14	0.34						0.18		0.53	0.53	
v/c Ratio	0.45	1.46						0.37		0.30	0.26	
Control Delay	58.8	245.3						49.8		1.1	0.5	
Queue Delay	0.0	0.0						0.0		0.9	0.7	
Total Delay	58.8	245.3						49.8		2.0	1.2	
LOS	E	F						D		A	A	
Approach Delay		230.5						49.8			1.5	
Approach LOS		F						D			A	
Queue Length 50th (ft)	93	~1135						95		3	3	
Queue Length 95th (ft)	136	#1223						115		m3	m2	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	473	1698						892		699	1718	
Starvation Cap Reductn	0	0						0		275	903	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.45	1.46						0.38		0.49	0.56	

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	81 (58%), Referenced to phase 10:NBTL, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.46
Intersection Signal Delay:	173.0
Intersection LOS:	F
Intersection Capacity Utilization:	67.3%
ICU Level of Service:	C
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	

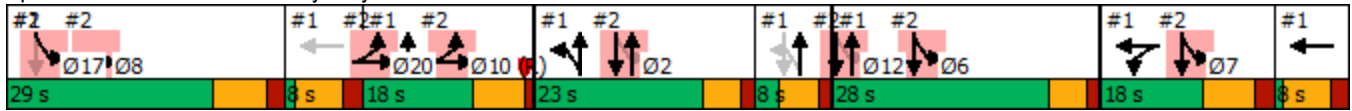


Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	28.0	18.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	20%	13%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	22.5	10.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tuscany Way & US 290 EB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2028 Forecasted PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	4	11	162	2	344	1	2322	186	277	1232	5
Future Volume (vph)	13	4	11	162	2	344	1	2322	186	277	1232	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.964			0.953		0.950			0.950		
Satd. Flow (prot)	0	1778	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.715			0.711		0.186			0.056		
Satd. Flow (perm)	0	1319	1568	0	1312	1568	343	4981	0	103	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	18	6	15	191	2	405	1	2394	192	286	1270	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	15	0	193	405	1	2586	0	286	1275	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2028 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	17.5	17.5	15.5	15.5	30.5		15.5	30.5	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		22.4	22.4		22.4	47.0	95.5	72.0		91.1	94.5	
Actuated g/C Ratio		0.17	0.17		0.17	0.36	0.73	0.55		0.70	0.73	
v/c Ratio		0.11	0.05		0.86	0.70	0.00	0.93		0.91	0.35	
Control Delay		44.3	0.3		83.8	39.9	5.0	35.3		71.2	7.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		44.3	0.3		83.8	39.9	5.0	35.3		71.2	7.5	
LOS		D	A		F	D	A	D		E	A	
Approach Delay		27.4			54.1			35.3			19.2	
Approach LOS		C			D			D			B	
Queue Length 50th (ft)		17	0		157	260	0	768		184	125	
Queue Length 95th (ft)		34	0		226	344	2	#913		#358	212	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		268	372		267	590	412	2766		327	3658	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.04		0.72	0.69	0.00	0.93		0.87	0.35	

Intersection Summary	
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	32.3
Intersection LOS:	C
Intersection Capacity Utilization:	93.8%
ICU Level of Service:	F
Analysis Period (min):	15

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Private Drwy/Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Tuscany Way/Sprinkle Rd & Ferguson Ln  
2028 Forecasted PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	156	210	25	76	3	182	259	24	25	245	158
Future Volume (vph)	316	156	210	25	76	3	182	259	24	25	245	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		120	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.987			0.950	
Flt Protected		0.968			0.988		0.950				0.997	
Satd. Flow (prot)	0	1786	1568	0	1823	1568	1752	1821	0	0	1747	0
Flt Permitted		0.968			0.988		0.950				0.997	
Satd. Flow (perm)	0	1786	1568	0	1823	1568	1752	1821	0	0	1747	0
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		355			1803			630			3438	
Travel Time (s)		6.1			30.7			12.3			67.0	
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	372	184	247	42	127	5	225	320	30	30	292	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	556	247	0	169	5	225	350	0	0	510	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	81.4%						ICU Level of Service D					
Analysis Period (min)	15											

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd/Springdale Rd & Cameron Rd  
2028 Forecasted PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	384	116	259	1	1	213
Future Volume (vph)	384	116	259	1	1	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	30		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	5.7		5.1	
Peak Hour Factor	0.88	0.88	0.78	0.78	0.81	0.81
Adj. Flow (vph)	436	132	332	1	1	263
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	568	333	0	264	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	64.3%			ICU Level of Service C		
Analysis Period (min)	15					



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	384	1	45	189	25	320
Future Volume (vph)	384	1	45	189	25	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.990	0.996	
Satd. Flow (prot)	1863	0	0	1844	1623	0
Fl <sub>t</sub> Permitted				0.990	0.996	
Satd. Flow (perm)	1863	0	0	1844	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	480	1	56	233	31	400
Shared Lane Traffic (%)						
Lane Group Flow (vph)	481	0	0	289	431	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	63.9%
ICU Level of Service	B
Analysis Period (min)	15



Intersection						
Int Delay, s/veh	11.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	384	1	45	189	25	320
Future Vol, veh/h	384	1	45	189	25	320
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	480	1	56	233	31	400

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	481	0	826
Stage 1	-	-	-	-	481
Stage 2	-	-	-	-	345
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	-	-	1082	-	342
Stage 1	-	-	-	-	622
Stage 2	-	-	-	-	717
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1082	-	322
Mov Cap-2 Maneuver	-	-	-	-	322
Stage 1	-	-	-	-	622
Stage 2	-	-	-	-	675

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	31
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	552	-	-	1082	-
HCM Lane V/C Ratio	0.781	-	-	0.051	-
HCM Control Delay (s)	31	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	7.2	-	-	0.2	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd  
2028 Forecasted PM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	114	259	342	45	1
Future Volume (vph)	4	114	259	342	45	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.869				0.997	
Fl <sub>t</sub> Protected	0.998			0.979		
Satd. Flow (prot)	1648	0	0	1860	1894	0
Fl <sub>t</sub> Permitted	0.998			0.979		
Satd. Flow (perm)	1648	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	121	312	412	52	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	724	53	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.9%
ICU Level of Service	A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2028 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	31	2	108	1	1	2	49	563	1	1	241	17
Future Volume (vph)	31	2	108	1	1	2	49	563	1	1	241	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932						0.991	
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	42	3	146	4	4	8	54	626	1	1	301	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	16	0	0	681	0	0	323	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	67.0%
ICU Level of Service	C
Analysis Period (min)	15

Intersection				
Intersection Delay, s/veh	7.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	191	16	681	323
Demand Flow Rate, veh/h	192	16	688	326
Vehicles Circulating, veh/h	309	729	46	63
Vehicles Exiting, veh/h	80	5	455	682
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	5.8	8.4	5.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	192	16	688	326
Cap Entry Lane, veh/h	1007	656	1317	1294
Entry HV Adj Factor	0.995	0.998	0.989	0.991
Flow Entry, veh/h	191	16	681	323
Cap Entry, veh/h	1001	654	1303	1282
V/C Ratio	0.191	0.024	0.523	0.252
Control Delay, s/veh	5.4	5.8	8.4	5.0
LOS	A	A	A	A
95th %tile Queue, veh	1	0	3	1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	67	2107	136	200	432	0	0	318	265
Future Volume (vph)	0	0	0	67	2107	136	200	432	0	0	318	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.991							0.932
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4943	0	1736	3471	0	0	3235	0
Flt Permitted				0.950			0.163					
Satd. Flow (perm)	0	0	0	1736	4943	0	298	3471	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9							143
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	70	2195	142	227	491	0	0	331	276
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	70	2337	0	227	491	0	0	607	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12			12	
Detector Phase				7	7 8 17		2 10	2 10 12			6	
Switch Phase												
Minimum Initial (s)				4.0							8.0	
Minimum Split (s)				17.5							17.5	
Total Split (s)				18.0							22.0	
Total Split (%)				13.8%							16.9%	
Maximum Green (s)				10.5							16.5	
Yellow Time (s)				5.5							4.0	
All-Red Time (s)				2.0							1.5	
Lost Time Adjust (s)				0.0							0.0	
Total Lost Time (s)				7.5							5.5	
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0							3.0	
Recall Mode				C-Max							Min	
Act Effct Green (s)				11.3	52.3		59.2	43.5			24.4	
Actuated g/C Ratio				0.09	0.40		0.46	0.33			0.19	
v/c Ratio				0.46	1.17		0.44	0.42			0.84	
Control Delay				67.7	118.7		3.1	3.9			50.1	
Queue Delay				0.0	0.0		1.1	0.5			0.0	
Total Delay				67.7	118.7		4.2	4.4			50.1	
LOS				E	F		A	A			D	
Approach Delay					117.2			4.4			50.1	
Approach LOS					F			A			D	
Queue Length 50th (ft)				58	~871		1	7			203	
Queue Length 95th (ft)				109	#964		2	8			#290	
Internal Link Dist (ft)		827			1301			180			270	
Turn Bay Length (ft)				540								
Base Capacity (vph)				151	1994		530	1152			743	
Starvation Cap Reductn				0	0		136	306			0	
Spillback Cap Reductn				0	0		0	0			0	
Storage Cap Reductn				0	0		0	0			0	
Reduced v/c Ratio				0.46	1.17		0.58	0.58			0.82	

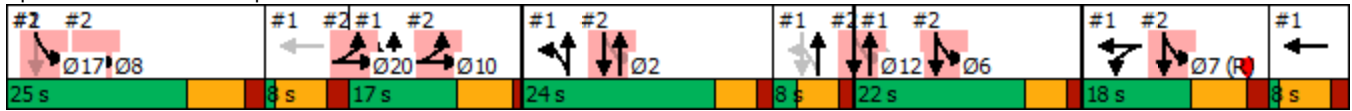
Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 135  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.17  
 Intersection Signal Delay: 84.6  
 Intersection LOS: F  
 Intersection Capacity Utilization 87.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR





Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	251	612	164	0	0	0	0	380	10	131	219	0
Future Volume (vph)	251	612	164	0	0	0	0	380	10	131	219	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.968						0.996				
Flt Protected	0.950									0.950	0.993	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3270	0
Flt Permitted	0.950									0.419	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	690	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	302	737	198	0	0	0	0	409	11	144	241	0
Shared Lane Traffic (%)										26%		
Lane Group Flow (vph)	302	935	0	0	0	0	0	420	0	107	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Site + Forecasted AM - No Improvements

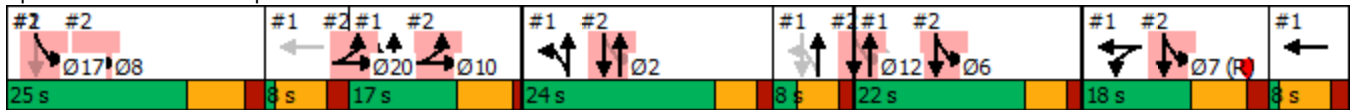


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	18.5	42.5						26.5		69.0	69.0	
Actuated g/C Ratio	0.14	0.33						0.20		0.53	0.53	
v/c Ratio	0.64	0.58						0.42		0.16	0.16	
Control Delay	59.4	35.9						46.2		2.9	2.5	
Queue Delay	0.0	0.0						0.0		0.4	0.4	
Total Delay	59.4	35.9						46.2		3.3	2.9	
LOS	E	D						D		A	A	
Approach Delay		41.6						46.2			3.0	
Approach LOS		D						D			A	
Queue Length 50th (ft)	125	226						112		7	10	
Queue Length 95th (ft)	159	245						148		m8	m10	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	474	1600						992		648	1717	
Starvation Cap Reductn	0	0						0		255	972	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.64	0.58						0.42		0.27	0.37	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 135  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.17  
 Intersection Signal Delay: 35.3  
 Intersection LOS: D  
 Intersection Capacity Utilization 87.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	22.0	18.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	17%	14%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	16.5	10.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↕↕↕		↖	↕↕↕	
Traffic Volume (vph)	4	1	7	183	1	236	6	930	177	425	2959	11
Future Volume (vph)	4	1	7	183	1	236	6	930	177	425	2959	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.976			0.999	
Flt Protected		0.960			0.953		0.950			0.950		
Satd. Flow (prot)	0	1771	1568	0	1758	1568	1752	4915	0	1752	5031	0
Flt Permitted		0.695			0.723		0.043			0.154		
Satd. Flow (perm)	0	1282	1568	0	1334	1568	79	4915	0	284	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			63		44			1	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		5.6			10.9			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	5	1	9	218	1	281	7	1094	208	438	3051	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	9	0	219	281	7	1302	0	438	3062	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	48.9	100.4	70.1		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.38	0.77	0.54		0.74	0.76	
v/c Ratio		0.03	0.03		1.22	0.45	0.04	0.49		0.87	0.80	
Control Delay		49.8	0.1		186.5	24.9	3.7	19.2		42.6	13.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.8	0.1		186.5	24.9	3.7	19.2		42.6	13.1	
LOS		D	A		F	C	A	B		D	B	
Approach Delay		20.0			95.7			19.2			16.8	
Approach LOS		B			F			B			B	
Queue Length 50th (ft)		4	0		~226	130	1	245		210	449	
Queue Length 95th (ft)		15	0		#352	187	4	268		#369	841	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		172	308		179	670	195	2672		547	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.03		1.22	0.42	0.04	0.49		0.80	0.80	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	105 (81%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.22
Intersection Signal Delay:	24.8
Intersection LOS:	C
Intersection Capacity Utilization:	96.4%
ICU Level of Service:	F
Analysis Period (min):	15

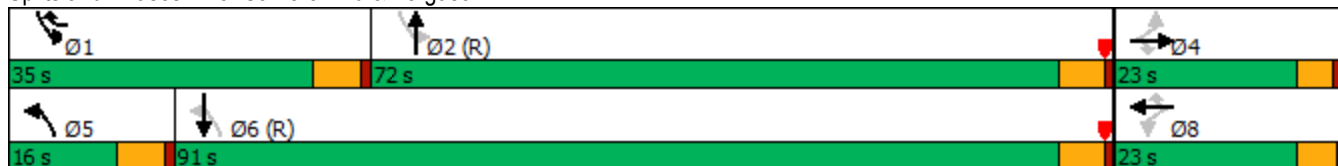
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.





















Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2028 Site + Forecasted AM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	90	233	42	169	3	160	159	120	11	342	330
Future Volume (vph)	63	90	233	42	169	3	160	159	120	11	342	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	150		120	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.936				0.935
Flt Protected		0.980		0.950			0.950					0.999
Satd. Flow (prot)	0	1808	1568	1752	1839	0	1752	1727	0	0	1723	0
Flt Permitted		0.980		0.950			0.950					0.999
Satd. Flow (perm)	0	1808	1568	1752	1839	0	1752	1727	0	0	1723	0
Link Speed (mph)		35			30			35				35
Link Distance (ft)		355			606			630				3438
Travel Time (s)		6.9			13.8			12.3				67.0
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	66	95	245	58	232	4	184	183	138	12	372	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	161	245	58	236	0	184	321	0	0	743	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	85.1%						ICU Level of Service E					
Analysis Period (min)	15											



Intersection	
Intersection Delay, s/veh	145.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔		↔	↔			↔	
Traffic Vol, veh/h	63	90	233	42	169	3	160	159	120	11	342	330
Future Vol, veh/h	63	90	233	42	169	3	160	159	120	11	342	330
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	66	95	245	58	232	4	184	183	138	12	372	359
Number of Lanes	0	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	21.8	24.4	28.5	339.4
HCM LOS	C	C	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	41%	0%	100%	0%	2%
Vol Thru, %	0%	57%	59%	0%	0%	98%	50%
Vol Right, %	0%	43%	0%	100%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	279	153	233	42	172	683
LT Vol	160	0	63	0	42	0	11
Through Vol	0	159	90	0	0	169	342
RT Vol	0	120	0	233	0	3	330
Lane Flow Rate	184	321	161	245	58	236	742
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.454	0.72	0.4	0.547	0.15	0.582	1.687
Departure Headway (Hd)	10.177	9.334	10.448	9.487	10.955	10.411	8.183
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	357	391	346	383	330	349	445
Service Time	7.877	7.034	8.148	7.187	8.655	8.111	6.229
HCM Lane V/C Ratio	0.515	0.821	0.465	0.64	0.176	0.676	1.667
HCM Control Delay	21.1	32.7	19.9	23.1	15.6	26.6	339.4
HCM Lane LOS	C	D	C	C	C	D	F
HCM 95th-tile Q	2.3	5.5	1.9	3.2	0.5	3.5	43.9

Premier Logistics Park TIA  
Lanes, Volumes, Timings

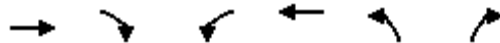
5: Sprinkle Rd & Cameron Rd  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↙
Traffic Volume (vph)	99	226	80	1	2	458
Future Volume (vph)	99	226	80	1	2	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	114	260	110	1	2	526
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	374	111	0	528	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.2%			ICU Level of Service B		
Analysis Period (min)	15					

Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	99	1	206	457	4	43
Future Volume (vph)	99	1	206	457	4	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.875		
Flt Protected				0.985	0.996	
Satd. Flow (prot)	1861	0	0	1835	1623	0
Flt Permitted				0.985	0.996	
Satd. Flow (perm)	1861	0	0	1835	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.89	0.89
Adj. Flow (vph)	122	1	231	513	4	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	0	0	744	52	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	1	206	457	4	43
Future Vol, veh/h	99	1	206	457	4	43
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	81	81	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	1	231	513	4	48

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	123	0	1098
Stage 1	-	-	-	-	123
Stage 2	-	-	-	-	975
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	-	-	1464	-	235
Stage 1	-	-	-	-	902
Stage 2	-	-	-	-	366
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1464	-	183
Mov Cap-2 Maneuver	-	-	-	-	183
Stage 1	-	-	-	-	902
Stage 2	-	-	-	-	285

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	689	-	-	1464	-
HCM Lane V/C Ratio	0.077	-	-	0.158	-
HCM Control Delay (s)	10.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.6	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2028 Site + Forecasted AM - No Improvements



















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	228	80	47	206	1
Future Volume (vph)	1	228	80	47	206	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.866			0.999		
Fl <sub>t</sub> Protected				0.969		
Satd. Flow (prot)	1629	0	0	1823	1879	0
Fl <sub>t</sub> Permitted				0.969		
Satd. Flow (perm)	1629	0	0	1823	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.85	0.85	0.78	0.78	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	268	103	60	268	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	269	0	0	163	269	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.0%
	ICU Level of Service A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2028 Site + Forecasted AM - No Improvements













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1	31	1	1	1	110	137	1	1	489	35
Future Volume (vph)	4	1	31	1	1	1	110	137	1	1	489	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.884			0.955							0.991
Fl <sub>t</sub> Protected		0.995			0.984			0.978				
Satd. Flow (prot)	0	1638	0	0	1750	0	0	1822	0	0	1846	0
Fl <sub>t</sub> Permitted		0.995			0.984			0.978				
Satd. Flow (perm)	0	1638	0	0	1750	0	0	1822	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	7	2	55	4	4	4	121	151	1	1	589	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	12	0	0	273	0	0	632	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	54.6%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection				
Intersection Delay, s/veh	7.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	64	12	273	632
Demand Flow Rate, veh/h	65	12	278	645
Vehicles Circulating, veh/h	606	284	10	131
Vehicles Exiting, veh/h	170	4	661	165
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.8	3.6	4.4	9.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	65	12	278	645
Cap Entry Lane, veh/h	744	1033	1366	1207
Entry HV Adj Factor	0.984	0.993	0.982	0.980
Flow Entry, veh/h	64	12	273	632
Cap Entry, veh/h	732	1026	1341	1183
V/C Ratio	0.087	0.012	0.204	0.534
Control Delay, s/veh	5.8	3.6	4.4	9.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3

Premier Logistics Park TIA  
Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

2028 Site + Forecasted AM - No Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	1	1	61	1	1
Future Volume (vph)	18	1	1	61	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	1	1	66	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	1	1	66	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.8%			ICU Level of Service A		
Analysis Period (min)	15					



Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	18	1	1	61	1	1
Future Vol, veh/h	18	1	1	61	1	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	0	-	150	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	20	1	1	66	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	67
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1535
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1017	1084	-	-	1535
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1535
HCM Lane V/C Ratio	-	-	0.019	0.001	0.001
HCM Control Delay (s)	-	-	8.6	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0

Premier Logistics Park TIA 10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B  
 Lanes, Volumes, Timings 2028 Site + Forecasted AM - No Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	1	61	54	1	18
Future Volume (vph)	16	1	61	54	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.936			
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1765	0	1744	0	1770	1863
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1765	0	1744	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	1	66	59	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	125	0	1	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

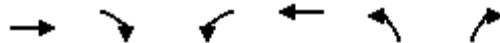
Area Type: Other  
 Control Type: Unsignalized  
 Intersection Capacity Utilization 16.5% ICU Level of Service A  
 Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	16	1	61	54	1	18
Future Vol, veh/h	16	1	61	54	1	18
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	17	1	66	59	1	20

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	118	96	0	0	125
Stage 1	96	-	-	-	-
Stage 2	22	-	-	-	-
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	878	960	-	-	1462
Stage 1	928	-	-	-	-
Stage 2	1001	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	877	960	-	-	1462
Mov Cap-2 Maneuver	877	-	-	-	-
Stage 1	928	-	-	-	-
Stage 2	1000	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	1462
HCM Lane V/C Ratio	-	-	0.021	0.001
HCM Control Delay (s)	-	-	9.2	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	115	106	1	34	180	1
Future Volume (vph)	115	106	1	34	180	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1742	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1742	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	115	1	37	196	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	240	0	1	37	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	106	1	34	180	1
Future Vol, veh/h	115	106	1	34	180	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	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	125	115	1	37	196	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	240	0	222
Stage 1	-	-	-	-	183
Stage 2	-	-	-	-	39
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	-	-	1327	-	766
Stage 1	-	-	-	-	848
Stage 2	-	-	-	-	983
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1327	-	765
Mov Cap-2 Maneuver	-	-	-	-	765
Stage 1	-	-	-	-	848
Stage 2	-	-	-	-	982

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	765	-	-	1327	-
HCM Lane V/C Ratio	0.257	-	-	0.001	-
HCM Control Delay (s)	11.3	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	93	160	1	1	4
Future Volume (vph)	14	93	160	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.892	
Flt Protected		0.994			0.990	
Satd. Flow (prot)	0	1852	1861	0	1645	0
Flt Permitted		0.994			0.990	
Satd. Flow (perm)	0	1852	1861	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	101	174	1	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	116	175	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	14	93	160	1	1	4
Future Vol, veh/h	14	93	160	1	1	4
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	15	101	174	1	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	175	0	-	0	306 175
Stage 1	-	-	-	-	175 -
Stage 2	-	-	-	-	131 -
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	1401	-	-	-	686 868
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	895 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1401	-	-	-	678 868
Mov Cap-2 Maneuver	-	-	-	-	678 -
Stage 1	-	-	-	-	846 -
Stage 2	-	-	-	-	895 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	822
HCM Lane V/C Ratio	0.011	-	-	-	0.007
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	7	86	174	1	1	2
Future Volume (vph)	7	86	174	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.910	
Flt Protected		0.996			0.984	
Satd. Flow (prot)	0	1855	1861	0	1668	0
Flt Permitted		0.996			0.984	
Satd. Flow (perm)	0	1855	1861	0	1668	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	93	189	1	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	101	190	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.3%
Analysis Period (min)	15
	ICU Level of Service A



Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	7	86	174	1	1	2
Future Vol, veh/h	7	86	174	1	1	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	-	-	-	-	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	8	93	189	1	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	190	0	-	0	299 190
Stage 1	-	-	-	-	190 -
Stage 2	-	-	-	-	109 -
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	1384	-	-	-	692 852
Stage 1	-	-	-	-	842 -
Stage 2	-	-	-	-	916 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1384	-	-	-	688 852
Mov Cap-2 Maneuver	-	-	-	-	688 -
Stage 1	-	-	-	-	837 -
Stage 2	-	-	-	-	916 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1384	-	-	-	789
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	78	949	89	133	334	0	0	530	190
Future Volume (vph)	0	0	0	78	949	89	133	334	0	0	530	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.987							0.960
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4876	0	1719	3438	0	0	3301	0
Flt Permitted				0.950			0.129					
Satd. Flow (perm)	0	0	0	1719	4876	0	233	3438	0	0	3301	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13							33
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	86	1043	98	151	380	0	0	707	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	86	1141	0	151	380	0	0	960	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								28.0
Total Split (%)				12.9%								20.0%
Maximum Green (s)				10.5								22.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.5	55.5		66.0	43.5				30.9
Actuated g/C Ratio				0.08	0.40		0.47	0.31				0.22
v/c Ratio				0.67	0.59		0.31	0.36				1.27
Control Delay				88.1	34.4		2.4	4.1				175.8
Queue Delay				0.0	0.0		0.8	0.5				0.0
Total Delay				88.1	34.4		3.3	4.7				175.8
LOS				F	C		A	A				F
Approach Delay					38.1			4.3				175.8
Approach LOS					D			A				F
Queue Length 50th (ft)				78	294		1	5				~574
Queue Length 95th (ft)				#156	343		1	6				#527
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				128	1940		487	1051				753
Starvation Cap Reductn				0	0		155	332				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.67	0.59		0.45	0.53				1.27

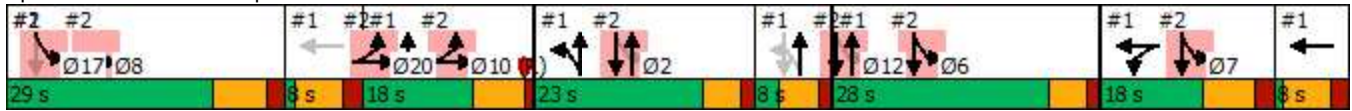
Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.46  
 Intersection Signal Delay: 80.2  
 Intersection Capacity Utilization 68.3%  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	217	2223	134	0	0	0	0	249	25	396	211	0
Future Volume (vph)	217	2223	134	0	0	0	0	249	25	396	211	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.991						0.986				
Flt Protected	0.950									0.950	0.976	
Satd. Flow (prot)	3400	4991	0	0	0	0	0	4965	0	1595	3277	0
Flt Permitted	0.950									0.478	0.955	
Satd. Flow (perm)	3400	4991	0	0	0	0	0	4965	0	802	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						10				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	228	2340	141	0	0	0	0	307	31	471	251	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	228	2481	0	0	0	0	0	338	0	235	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	19.5	47.5						25.5		74.0	74.0	
Actuated g/C Ratio	0.14	0.34						0.18		0.53	0.53	
v/c Ratio	0.48	1.46						0.37		0.34	0.28	
Control Delay	59.4	245.3						50.0		1.1	0.6	
Queue Delay	0.0	0.0						0.0		1.1	1.0	
Total Delay	59.4	245.3						50.0		2.2	1.6	
LOS	E	F						D		A	A	
Approach Delay		229.7						50.0			1.8	
Approach LOS		F						D			A	
Queue Length 50th (ft)	100	~1135						97		3	3	
Queue Length 95th (ft)	144	#1223						116		m3	m3	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	473	1698						887		698	1714	
Starvation Cap Reductn	0	0						0		271	926	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.48	1.46						0.38		0.55	0.62	

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.46  
 Intersection Signal Delay: 169.9  
 Intersection Capacity Utilization 68.3%  
 Analysis Period (min) 15  
 Intersection LOS: F  
 ICU Level of Service C  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

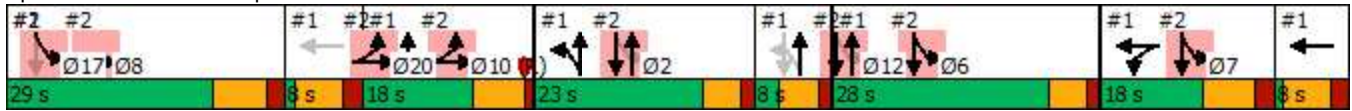
Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	28.0	18.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	20%	13%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	22.5	10.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								



Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted PM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	4	11	175	2	364	1	2322	191	284	1232	5
Future Volume (vph)	13	4	11	175	2	364	1	2322	191	284	1232	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.964			0.953		0.950			0.950		
Satd. Flow (prot)	0	1778	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.701			0.711		0.185			0.056		
Satd. Flow (perm)	0	1293	1568	0	1312	1568	341	4981	0	103	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		5.6			10.9			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	18	6	15	206	2	428	1	2394	197	293	1270	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	15	0	208	428	1	2591	0	293	1275	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	17.5	17.5	15.5	15.5	30.5		15.5	30.5	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		23.4	23.4		23.4	48.1	94.5	70.9		90.1	93.5	
Actuated g/C Ratio		0.18	0.18		0.18	0.37	0.73	0.55		0.69	0.72	
v/c Ratio		0.10	0.04		0.88	0.72	0.00	0.95		0.93	0.35	
Control Delay		43.9	0.3		86.4	40.6	5.0	37.9		75.2	7.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		43.9	0.3		86.4	40.6	5.0	37.9		75.2	7.8	
LOS		D	A		F	D	A	D		E	A	
Approach Delay		27.1			55.6			37.9			20.4	
Approach LOS		C			E			D			C	
Queue Length 50th (ft)		17	0		169	281	0	771		195	133	
Queue Length 95th (ft)		34	0		#261	370	2	#917		#372	212	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		263	372		267	601	408	2722		325	3619	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.04		0.78	0.71	0.00	0.95		0.90	0.35	

Intersection Summary	
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	34.5
Intersection LOS:	C
Intersection Capacity Utilization:	95.1%
ICU Level of Service:	F
Analysis Period (min):	15




















# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2028 Site + Forecasted PM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	168	210	116	109	9	182	259	58	4	245	158
Future Volume (vph)	316	168	210	116	109	9	182	259	58	4	245	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	150		120	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.989			0.972				0.948
Flt Protected		0.968		0.950			0.950					0.999
Satd. Flow (prot)	0	1786	1568	1752	1824	0	1752	1793	0	0	1747	0
Flt Permitted		0.968		0.950			0.950					0.999
Satd. Flow (perm)	0	1786	1568	1752	1824	0	1752	1793	0	0	1747	0
Link Speed (mph)		35			30			35				35
Link Distance (ft)		355			606			630				3438
Travel Time (s)		6.9			13.8			12.3				67.0
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	372	198	247	193	182	15	225	320	72	5	292	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	570	247	193	197	0	225	392	0	0	485	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	86.0%						ICU Level of Service E					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	127.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↗		↖	↗			↗	
Traffic Vol, veh/h	316	168	210	116	109	9	182	259	58	4	245	158
Future Vol, veh/h	316	168	210	116	109	9	182	259	58	4	245	158
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	372	198	247	193	182	15	225	320	72	5	292	188
Number of Lanes	0	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	198.8	26.7	62.7	172.1
HCM LOS	F	D	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	65%	0%	100%	0%	1%
Vol Thru, %	0%	82%	35%	0%	0%	92%	60%
Vol Right, %	0%	18%	0%	100%	0%	8%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	317	484	210	116	118	407
LT Vol	182	0	316	0	116	0	4
Through Vol	0	259	168	0	0	109	245
RT Vol	0	58	0	210	0	9	158
Lane Flow Rate	225	391	569	247	193	197	485
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.613	0.999	1.52	0.589	0.552	0.532	1.271
Departure Headway (Hd)	11.129	10.465	10.434	9.348	11.652	11.061	10.243
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	326	348	353	388	311	328	359
Service Time	8.829	8.165	8.134	7.048	9.352	8.761	8.243
HCM Lane V/C Ratio	0.69	1.124	1.612	0.637	0.621	0.601	1.351
HCM Control Delay	30	81.5	274.4	24.6	27.8	25.7	172.1
HCM Lane LOS	D	F	F	C	D	D	F
HCM 95th-tile Q	3.8	11.3	29.2	3.6	3.1	3	20.2

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↗	↘
Traffic Volume (vph)	391	116	259	1	1	216
Future Volume (vph)	391	116	259	1	1	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.88	0.88	0.78	0.78	0.81	0.81
Adj. Flow (vph)	444	132	332	1	1	267
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	576	333	0	268	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	64.9%			ICU Level of Service C		
Analysis Period (min)	15					

Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	391	1	45	192	25	320
Future Volume (vph)	391	1	45	192	25	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.991	0.996	
Satd. Flow (prot)	1863	0	0	1846	1623	0
Fl <sub>t</sub> Permitted				0.991	0.996	
Satd. Flow (perm)	1863	0	0	1846	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	489	1	56	237	31	400
Shared Lane Traffic (%)						
Lane Group Flow (vph)	490	0	0	293	431	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.4%
Analysis Period (min)	15
	ICU Level of Service C



Intersection						
Int Delay, s/veh	11.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	391	1	45	192	25	320
Future Vol, veh/h	391	1	45	192	25	320
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	1	56	237	31	400

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	490	0	839 490
Stage 1	-	-	-	-	490 -
Stage 2	-	-	-	-	349 -
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	-	-	1073	-	336 578
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	714 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1073	-	316 578
Mov Cap-2 Maneuver	-	-	-	-	316 -
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	671 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	32.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	545	-	-	1073	-
HCM Lane V/C Ratio	0.791	-	-	0.052	-
HCM Control Delay (s)	32.2	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	7.5	-	-	0.2	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	114	259	342	45	1
Future Volume (vph)	4	114	259	342	45	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869				0.997	
Flt Protected	0.998			0.979		
Satd. Flow (prot)	1648	0	0	1860	1894	0
Flt Permitted	0.998			0.979		
Satd. Flow (perm)	1648	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	121	312	412	52	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	724	53	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.9%
ICU Level of Service	A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2028 Site + Forecasted PM - No Improvements















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	31	2	108	1	1	2	49	563	1	1	241	17
Future Volume (vph)	31	2	108	1	1	2	49	563	1	1	241	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932						0.991	
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	42	3	146	4	4	8	54	626	1	1	301	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	16	0	0	681	0	0	323	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	67.0%
ICU Level of Service	C
Analysis Period (min)	15

Intersection				
Intersection Delay, s/veh	7.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	191	16	681	323
Demand Flow Rate, veh/h	192	16	688	326
Vehicles Circulating, veh/h	309	729	46	63
Vehicles Exiting, veh/h	80	5	455	682
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	5.8	8.4	5.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	192	16	688	326
Cap Entry Lane, veh/h	1007	656	1317	1294
Entry HV Adj Factor	0.995	0.998	0.989	0.991
Flow Entry, veh/h	191	16	681	323
Cap Entry, veh/h	1001	654	1303	1282
V/C Ratio	0.191	0.024	0.523	0.252
Control Delay, s/veh	5.4	5.8	8.4	5.0
LOS	A	A	A	A
95th %tile Queue, veh	1	0	3	1

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	1	1	22	1	1
Future Volume (vph)	59	1	1	22	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	1	1	24	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	1	1	24	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	59	1	1	22	1	1
Future Vol, veh/h	59	1	1	22	1	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	0	-	150	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	64	1	1	24	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	25
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1589
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1017	1084	-	-	1589
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1589
HCM Lane V/C Ratio	-	-	0.063	0.001	0.001
HCM Control Delay (s)	-	-	8.8	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B  
2028 Site + Forecasted PM - No Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	1	22	19	1	59
Future Volume (vph)	52	1	22	19	1	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.937			
Flt Protected	0.953				0.950	
Satd. Flow (prot)	1772	0	1745	0	1770	1863
Flt Permitted	0.953				0.950	
Satd. Flow (perm)	1772	0	1745	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	1	24	21	1	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	45	0	1	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

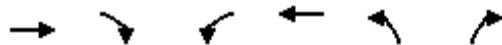
Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	52	1	22	19	1	59
Future Vol, veh/h	52	1	22	19	1	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	57	1	24	21	1	64

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	101	35	0	0	45
Stage 1	35	-	-	-	-
Stage 2	66	-	-	-	-
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	898	1038	-	-	1563
Stage 1	987	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	897	1038	-	-	1563
Mov Cap-2 Maneuver	897	-	-	-	-
Stage 1	987	-	-	-	-
Stage 2	956	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	899	1563
HCM Lane V/C Ratio	-	-	0.064	0.001
HCM Control Delay (s)	-	-	9.3	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	41	189	1	111	124	1
Future Volume (vph)	41	189	1	111	124	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1656	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1656	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.81	0.81
Adj. Flow (vph)	49	225	1	121	153	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	274	0	1	121	154	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	189	1	111	124	1
Future Vol, veh/h	41	189	1	111	124	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	92	92	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	225	1	121	153	1
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	274	0	285	162
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	123	-
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	-	-	1289	-	705	883
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1289	-	704	883
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	901	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.1	11.5			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	705	-	-	1289	-	
HCM Lane V/C Ratio	0.219	-	-	0.001	-	
HCM Control Delay (s)	11.5	-	-	7.8	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.8	-	-	0	-	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (vph)	5	184	111	1	1	13
Future Volume (vph)	5	184	111	1	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	1861	1861	0	1623	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	1861	1861	0	1623	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	200	121	1	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	205	122	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	5	184	111	1	1	13
Future Vol, veh/h	5	184	111	1	1	13
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	5	200	121	1	1	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	122	0	-	0	332 122
Stage 1	-	-	-	-	122 -
Stage 2	-	-	-	-	210 -
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	1465	-	-	-	663 929
Stage 1	-	-	-	-	903 -
Stage 2	-	-	-	-	825 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1465	-	-	-	660 929
Mov Cap-2 Maneuver	-	-	-	-	660 -
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	825 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1465	-	-	-	903
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	2	182	105	1	1	7
Future Volume (vph)	2	182	105	1	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.880	
Flt Protected					0.994	
Satd. Flow (prot)	0	1863	1861	0	1629	0
Flt Permitted					0.994	
Satd. Flow (perm)	0	1863	1861	0	1629	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	198	114	1	1	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	115	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	182	105	1	1	7
Future Vol, veh/h	2	182	105	1	1	7
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	2	198	114	1	1	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	115	0	-	0	317 115
Stage 1	-	-	-	-	115 -
Stage 2	-	-	-	-	202 -
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	1474	-	-	-	676 937
Stage 1	-	-	-	-	910 -
Stage 2	-	-	-	-	832 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1474	-	-	-	675 937
Mov Cap-2 Maneuver	-	-	-	-	675 -
Stage 1	-	-	-	-	908 -
Stage 2	-	-	-	-	832 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1474	-	-	-	894
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↑↑↑	↗	↙	↑↑			↑↗	
Traffic Volume (vph)	0	0	0	67	2107	136	200	432	0	0	318	265
Future Volume (vph)	0	0	0	67	2107	136	200	432	0	0	318	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		400	0		0	0		150
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850						0.932
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4988	1553	1736	3471	0	0	3235	0
Flt Permitted				0.950			0.169					
Satd. Flow (perm)	0	0	0	1736	4988	1553	309	3471	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						227						141
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	70	2195	142	227	491	0	0	331	276
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	70	2195	142	227	491	0	0	607	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)				20	100	20	20	100				100
Trailing Detector (ft)				0	0	0	0	0				0
Detector 1 Position(ft)				0	0	0	0	0				0
Detector 1 Size(ft)				20	6	20	20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA	Perm	custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20	7 8 17	6 12	12				12
Detector Phase				7	7 8 17	7 8 17	2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				19.0								21.0
Total Split (%)				14.6%								16.2%
Maximum Green (s)				11.5								15.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				11.6	52.6	44.6	58.9	43.5				23.8
Actuated g/C Ratio				0.09	0.40	0.34	0.45	0.33				0.18
v/c Ratio				0.45	1.09	0.21	0.43	0.42				0.86
Control Delay				66.4	86.0	0.7	3.4	3.9				52.5
Queue Delay				0.0	0.0	0.0	1.0	0.5				0.0
Total Delay				66.4	86.0	0.7	4.4	4.4				52.5
LOS				E	F	A	A	A				D
Approach Delay					80.4			4.4				52.5
Approach LOS					F			A				D
Queue Length 50th (ft)				57	~761	0	1	7				206
Queue Length 95th (ft)				108	#855	0	2	8				#303
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540		400						
Base Capacity (vph)				154	2016	681	530	1141				708
Starvation Cap Reductn				0	0	0	131	280				0
Spillback Cap Reductn				0	0	0	0	0				0
Storage Cap Reductn				0	0	0	0	0				0
Reduced v/c Ratio				0.45	1.09	0.21	0.57	0.57				0.86

Intersection Summary

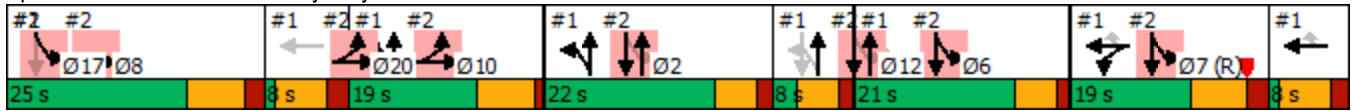
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	107 (82%), Referenced to phase 7:WBTL, Start of Red
Natural Cycle:	125
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.09
Intersection Signal Delay:	61.2
Intersection LOS:	E
Intersection Capacity Utilization:	84.5%
ICU Level of Service:	E
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	



Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	22.0	25.0	19.0	8.0	8.0	8.0
Total Split (%)	17%	19%	15%	6%	6%	6%
Maximum Green (s)	16.5	17.5	12.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Tuscany Way & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↗						↕↖		↖	↕↖	
Traffic Volume (vph)	251	612	164	0	0	0	0	380	10	131	219	0
Future Volume (vph)	251	612	164	0	0	0	0	380	10	131	219	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		350	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.968						0.996				
Flt Protected	0.950									0.950	0.993	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3270	0
Flt Permitted	0.950									0.409	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	673	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	302	737	198	0	0	0	0	409	11	144	241	0
Shared Lane Traffic (%)										26%		
Lane Group Flow (vph)	302	935	0	0	0	0	0	420	0	107	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2028 Site + Forecasted AM - With Improvements



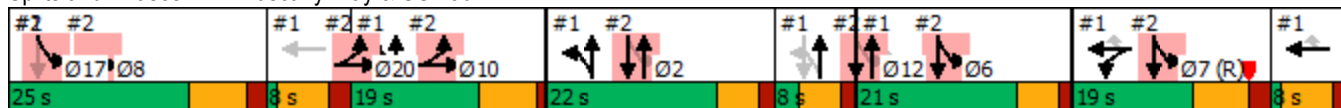
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	20.5	44.5						24.5		67.0	67.0	
Actuated g/C Ratio	0.16	0.34						0.19		0.52	0.52	
v/c Ratio	0.58	0.56						0.45		0.17	0.17	
Control Delay	55.6	34.0						48.3		3.1	2.7	
Queue Delay	0.0	0.0						0.0		0.4	0.4	
Total Delay	55.6	34.0						48.3		3.5	3.1	
LOS	E	C						D		A	A	
Approach Delay		39.3						48.3			3.2	
Approach LOS		D						D			A	
Queue Length 50th (ft)	123	219						115		8	10	
Queue Length 95th (ft)	156	238						151		m8	m10	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	525	1674						900		625	1637	
Starvation Cap Reductn	0	0						0		259	930	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.58	0.56						0.47		0.29	0.39	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 107 (82%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.09  
 Intersection Signal Delay: 34.3  
 Intersection Capacity Utilization 84.5%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service E

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tuscany Way & US 290 EB FR



Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	22.0	21.0	19.0	25.0	19.0	8.0	8.0	8.0
Total Split (%)	17%	16%	15%	19%	15%	6%	6%	6%
Maximum Green (s)	16.5	15.5	11.5	17.5	12.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↕↕↕		↖	↕↕↕	
Traffic Volume (vph)	4	1	7	183	1	236	6	930	177	425	2959	11
Future Volume (vph)	4	1	7	183	1	236	6	930	177	425	2959	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.976			0.999	
Flt Protected		0.960			0.953		0.950			0.950		
Satd. Flow (prot)	0	1771	1568	0	1758	1568	1752	4915	0	1752	5031	0
Flt Permitted		0.695			0.723		0.043			0.154		
Satd. Flow (perm)	0	1282	1568	0	1334	1568	79	4915	0	284	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			63		44			1	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		5.6			10.9			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	5	1	9	218	1	281	7	1094	208	438	3051	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	9	0	219	281	7	1302	0	438	3062	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	48.9	100.4	70.1		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.38	0.77	0.54		0.74	0.76	
v/c Ratio		0.03	0.03		1.22	0.45	0.04	0.49		0.87	0.80	
Control Delay		49.8	0.1		186.5	24.9	3.7	19.2		42.6	13.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.8	0.1		186.5	24.9	3.7	19.2		42.6	13.1	
LOS		D	A		F	C	A	B		D	B	
Approach Delay		20.0			95.7			19.2			16.8	
Approach LOS		B			F			B			B	
Queue Length 50th (ft)		4	0		~226	130	1	245		210	449	
Queue Length 95th (ft)		15	0		#352	187	4	268		#369	841	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		172	308		179	670	195	2672		547	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.03		1.22	0.42	0.04	0.49		0.80	0.80	

Intersection Summary	
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.22
Intersection Signal Delay:	24.8
Intersection LOS:	C
Intersection Capacity Utilization:	96.4%
ICU Level of Service:	F
Analysis Period (min):	15



- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Premier Logistics Park TIA 4: Tuscany Way/Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
 Lanes, Volumes, Timings

2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	90	233	42	169	3	160	159	120	11	342	330
Future Volume (vph)	63	90	233	42	169	3	160	159	120	11	342	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		140	150		120	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	300			100			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.997			0.936				0.926
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1645	0	1752	1839	0	1752	1727	0	1752	1708	0
Flt Permitted	0.387			0.229			0.101			0.473		
Satd. Flow (perm)	714	1645	0	422	1839	0	186	1727	0	873	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		128			1			54				69
Link Speed (mph)		35			30			35				35
Link Distance (ft)		355			606			630				3438
Travel Time (s)		6.9			13.8			12.3				67.0
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	66	95	245	58	232	4	184	183	138	12	372	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	340	0	58	236	0	184	321	0	12	731	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	12.0	22.0		12.0	22.0		12.0	44.0		12.0	44.0	
Total Split (%)	13.3%	24.4%		13.3%	24.4%		13.3%	48.9%		13.3%	48.9%	
Maximum Green (s)	7.5	17.5		7.5	17.5		7.5	39.5		7.5	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	25.0	17.5		25.0	17.5		47.0	39.5		47.0	39.5	
Actuated g/C Ratio	0.28	0.19		0.28	0.19		0.52	0.44		0.52	0.44	

Premier Logistics Park TIA 4: Tuscany Way/Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
 Lanes, Volumes, Timings 2028 Site + Forecasted AM - With Improvements

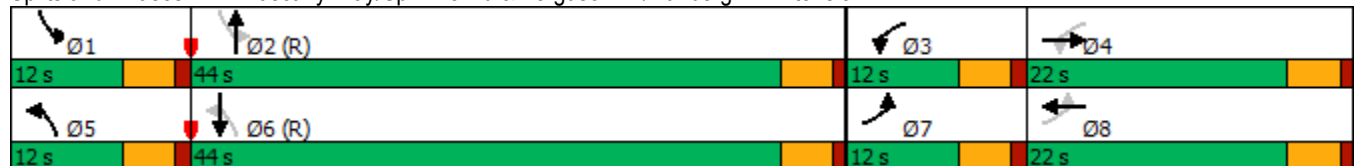


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.23	0.81		0.25	0.66		0.81	0.41		0.02	0.93	
Control Delay	23.6	37.7		24.2	43.3		44.6	16.0		8.5	41.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.6	37.7		24.2	43.3		44.6	16.0		8.5	41.8	
LOS	C	D		C	D		D	B		A	D	
Approach Delay		35.4			39.5			26.4			41.3	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	26	117		23	124		51	98		3	353	
Queue Length 95th (ft)	56	#257		40	158		#153	158		10	#597	
Internal Link Dist (ft)		275			526			550			3358	
Turn Bay Length (ft)	140			150						100		
Base Capacity (vph)	284	422		228	358		227	788		529	788	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.23	0.81		0.25	0.66		0.81	0.41		0.02	0.93	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green  
 Natural Cycle: 90  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 35.9  
 Intersection LOS: D  
 Intersection Capacity Utilization 85.3%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Tuscany Way/Sprinkle Rd & Ferguson Ln/Runberg Ln Extension



Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↙
Traffic Volume (vph)	99	226	80	1	2	458
Future Volume (vph)	99	226	80	1	2	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	114	260	110	1	2	526
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	374	111	0	528	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.2%			ICU Level of Service B		
Analysis Period (min)	15					

Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	99	1	206	457	4	43
Future Volume (vph)	99	1	206	457	4	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.875		
Flt Protected				0.985	0.996	
Satd. Flow (prot)	1861	0	0	1835	1623	0
Flt Permitted				0.985	0.996	
Satd. Flow (perm)	1861	0	0	1835	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.89	0.89
Adj. Flow (vph)	122	1	231	513	4	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	0	0	744	52	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.1%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	1	206	457	4	43
Future Vol, veh/h	99	1	206	457	4	43
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	81	81	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	1	231	513	4	48

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	123	0	1098
Stage 1	-	-	-	-	123
Stage 2	-	-	-	-	975
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	-	-	1464	-	235
Stage 1	-	-	-	-	902
Stage 2	-	-	-	-	366
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1464	-	183
Mov Cap-2 Maneuver	-	-	-	-	183
Stage 1	-	-	-	-	902
Stage 2	-	-	-	-	285

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	689	-	-	1464	-
HCM Lane V/C Ratio	0.077	-	-	0.158	-
HCM Control Delay (s)	10.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.6	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2028 Site + Forecasted AM - With Improvements



















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	228	80	47	206	1
Future Volume (vph)	1	228	80	47	206	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.866			0.999		
Fl <sub>t</sub> Protected				0.969		
Satd. Flow (prot)	1629	0	0	1823	1879	0
Fl <sub>t</sub> Permitted				0.969		
Satd. Flow (perm)	1629	0	0	1823	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.85	0.85	0.78	0.78	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	268	103	60	268	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	269	0	0	163	269	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.0% ICU Level of Service A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2028 Site + Forecasted AM - With Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1	31	1	1	1	110	137	1	1	489	35
Future Volume (vph)	4	1	31	1	1	1	110	137	1	1	489	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.884			0.955						0.991	
Fl <sub>t</sub> Protected		0.995			0.984			0.978				
Satd. Flow (prot)	0	1638	0	0	1750	0	0	1822	0	0	1846	0
Fl <sub>t</sub> Permitted		0.995			0.984			0.978				
Satd. Flow (perm)	0	1638	0	0	1750	0	0	1822	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	7	2	55	4	4	4	121	151	1	1	589	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	12	0	0	273	0	0	632	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	54.6%						ICU Level of Service A					
Analysis Period (min)	15											















Intersection				
Intersection Delay, s/veh	7.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	64	12	273	632
Demand Flow Rate, veh/h	65	12	278	645
Vehicles Circulating, veh/h	606	284	10	131
Vehicles Exiting, veh/h	170	4	661	165
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.8	3.6	4.4	9.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	65	12	278	645
Cap Entry Lane, veh/h	744	1033	1366	1207
Entry HV Adj Factor	0.984	0.993	0.982	0.980
Flow Entry, veh/h	64	12	273	632
Cap Entry, veh/h	732	1026	1341	1183
V/C Ratio	0.087	0.012	0.204	0.534
Control Delay, s/veh	5.8	3.6	4.4	9.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3

Premier Logistics Park TIA  
Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

2028 Site + Forecasted AM - With Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	1	1	61	1	1
Future Volume (vph)	18	1	1	61	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	1	1	66	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	1	1	66	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	1	1	61	1	1
Future Vol, veh/h	18	1	1	61	1	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	0	-	150	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	20	1	1	66	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	67
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1535
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	1017	1084	-	-	1535
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1535
HCM Lane V/C Ratio	-	-	0.019	0.001	0.001
HCM Control Delay (s)	-	-	8.6	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B  
2028 Site + Forecasted AM - With Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	1	61	54	1	18
Future Volume (vph)	16	1	61	54	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.936			
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1765	0	1744	0	1770	1863
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1765	0	1744	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	1	66	59	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	125	0	1	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	16	1	61	54	1	18
Future Vol, veh/h	16	1	61	54	1	18
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	17	1	66	59	1	20

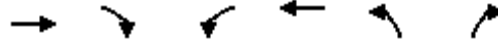
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	118	96	0	0	125
Stage 1	96	-	-	-	-
Stage 2	22	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	878	960	-	-	1462
Stage 1	928	-	-	-	-
Stage 2	1001	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	877	960	-	-	1462
Mov Cap-2 Maneuver	877	-	-	-	-
Stage 1	928	-	-	-	-
Stage 2	1000	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	1462
HCM Lane V/C Ratio	-	-	0.021	0.001
HCM Control Delay (s)	-	-	9.2	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

11: Ferguson Ln & Runberg Ln Extension  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	115	106	1	34	180	1
Future Volume (vph)	115	106	1	34	180	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1742	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1742	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	115	1	37	196	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	240	0	1	37	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	106	1	34	180	1
Future Vol, veh/h	115	106	1	34	180	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	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	125	115	1	37	196	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	240	0	222 183
Stage 1	-	-	-	-	183 -
Stage 2	-	-	-	-	39 -
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	-	-	1327	-	766 859
Stage 1	-	-	-	-	848 -
Stage 2	-	-	-	-	983 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1327	-	765 859
Mov Cap-2 Maneuver	-	-	-	-	765 -
Stage 1	-	-	-	-	848 -
Stage 2	-	-	-	-	982 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	765	-	-	1327	-
HCM Lane V/C Ratio	0.257	-	-	0.001	-
HCM Control Delay (s)	11.3	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (vph)	14	93	160	1	1	4
Future Volume (vph)	14	93	160	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.892	
Flt Protected		0.994			0.990	
Satd. Flow (prot)	0	1852	1861	0	1645	0
Flt Permitted		0.994			0.990	
Satd. Flow (perm)	0	1852	1861	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	101	174	1	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	116	175	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.7%
Analysis Period (min)	15
	ICU Level of Service A



Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	14	93	160	1	1	4
Future Vol, veh/h	14	93	160	1	1	4
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	15	101	174	1	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	175	0	-	0	306 175
Stage 1	-	-	-	-	175 -
Stage 2	-	-	-	-	131 -
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	1401	-	-	-	686 868
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	895 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1401	-	-	-	678 868
Mov Cap-2 Maneuver	-	-	-	-	678 -
Stage 1	-	-	-	-	846 -
Stage 2	-	-	-	-	895 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	822
HCM Lane V/C Ratio	0.011	-	-	-	0.007
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	7	86	174	1	1	2
Future Volume (vph)	7	86	174	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.910	
Flt Protected		0.996			0.984	
Satd. Flow (prot)	0	1855	1861	0	1668	0
Flt Permitted		0.996			0.984	
Satd. Flow (perm)	0	1855	1861	0	1668	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	93	189	1	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	101	190	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	86	174	1	1	2
Future Vol, veh/h	7	86	174	1	1	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	-	-	-	-	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	8	93	189	1	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	190	0	-	0	299 190
Stage 1	-	-	-	-	190 -
Stage 2	-	-	-	-	109 -
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	1384	-	-	-	692 852
Stage 1	-	-	-	-	842 -
Stage 2	-	-	-	-	916 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1384	-	-	-	688 852
Mov Cap-2 Maneuver	-	-	-	-	688 -
Stage 1	-	-	-	-	837 -
Stage 2	-	-	-	-	916 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1384	-	-	-	789
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↕	↗	↙	↕			↕	↗
Traffic Volume (vph)	0	0	0	78	949	89	133	334	0	0	530	190
Future Volume (vph)	0	0	0	78	949	89	133	334	0	0	530	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		400	0		0	0		150
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850						0.960
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4940	1538	1719	3438	0	0	3301	0
Flt Permitted				0.950			0.113					
Satd. Flow (perm)	0	0	0	1719	4940	1538	204	3438	0	0	3301	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						210						35
Link Speed (mph)		55			55			40				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			4.4				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	86	1043	98	151	380	0	0	707	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	86	1043	98	151	380	0	0	960	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)				20	100	20	20	100				100
Trailing Detector (ft)				0	0	0	0	0				0
Detector 1 Position(ft)				0	0	0	0	0				0
Detector 1 Size(ft)				20	6	20	20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA	Perm	custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20	7 8 17	6 12	12				12
Detector Phase				7	7 8 17	7 8 17	2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								33.0
Total Split (%)				12.9%								23.6%
Maximum Green (s)				10.5								27.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.5	50.5	42.5	71.0	43.5				35.5
Actuated g/C Ratio				0.08	0.36	0.30	0.51	0.31				0.25
v/c Ratio				0.67	0.59	0.16	0.31	0.36				1.11
Control Delay				88.1	37.9	0.6	3.3	4.1				112.1
Queue Delay				0.0	0.0	0.0	0.2	0.4				0.0
Total Delay				88.1	37.9	0.6	3.5	4.5				112.1
LOS				F	D	A	A	A				F
Approach Delay					38.4			4.2				112.1
Approach LOS					D			A				F
Queue Length 50th (ft)				78	280	0	1	5				~513
Queue Length 95th (ft)				#156	329	0	1	6				#467
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540		400						
Base Capacity (vph)				128	1781	613	487	1068				863
Starvation Cap Reductn				0	0	0	59	295				0
Spillback Cap Reductn				0	0	0	0	0				0
Storage Cap Reductn				0	0	0	0	0				0
Reduced v/c Ratio				0.67	0.59	0.16	0.35	0.49				1.11

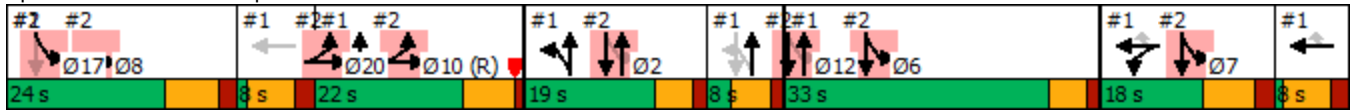
Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.49  
 Intersection Signal Delay: 57.8  
 Intersection LOS: E  
 Intersection Capacity Utilization 68.3%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	19.0	24.0	22.0	8.0	8.0	8.0
Total Split (%)	14%	17%	16%	6%	6%	6%
Maximum Green (s)	13.5	16.5	15.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑						↑↑↑		↔	↔↔	
Traffic Volume (vph)	217	2223	134	0	0	0	0	249	25	396	211	0
Future Volume (vph)	217	2223	134	0	0	0	0	249	25	396	211	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.991						0.986				
Flt Protected	0.950									0.950	0.976	
Satd. Flow (prot)	3400	4991	0	0	0	0	0	4965	0	1595	3277	0
Flt Permitted	0.950									0.459	0.955	
Satd. Flow (perm)	3400	4991	0	0	0	0	0	4965	0	770	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						10				
Link Speed (mph)		55			55			35				40
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				4.4
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	228	2340	141	0	0	0	0	307	31	471	251	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	228	2481	0	0	0	0	0	338	0	235	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	23.5	46.5						21.5		75.0	75.0	
Actuated g/C Ratio	0.17	0.33						0.15		0.54	0.54	
v/c Ratio	0.40	1.49						0.44		0.32	0.28	
Control Delay	54.4	259.1						54.2		1.0	0.6	
Queue Delay	0.0	0.0						0.0		1.2	0.7	
Total Delay	54.4	259.1						54.2		2.2	1.2	
LOS	D	F						D		A	A	
Approach Delay		241.9						54.2			1.6	
Approach LOS		F						D			A	
Queue Length 50th (ft)	96	~1148						100		3	3	
Queue Length 95th (ft)	139	#1236						120		m3	m3	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	570	1662						770		727	1754	
Starvation Cap Reductn	0	0						0		304	890	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.40	1.49						0.44		0.56	0.56	

Intersection Summary

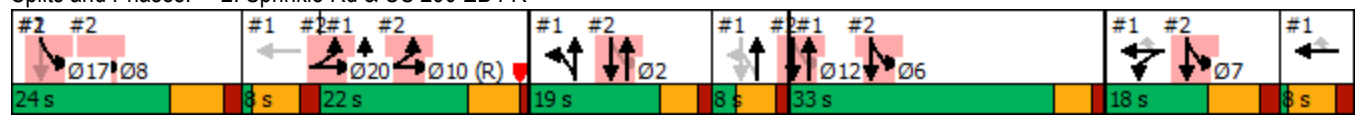
Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.49  
 Intersection Signal Delay: 179.0  
 Intersection Capacity Utilization 68.3%  
 Analysis Period (min) 15  
 Intersection LOS: F  
 ICU Level of Service C  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	19.0	33.0	18.0	24.0	22.0	8.0	8.0	8.0
Total Split (%)	14%	24%	13%	17%	16%	6%	6%	6%
Maximum Green (s)	13.5	27.5	10.5	16.5	15.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted PM - With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	4	11	175	2	364	1	2322	191	284	1232	5
Future Volume (vph)	13	4	11	175	2	364	1	2322	191	284	1232	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.964			0.953		0.950			0.950		
Satd. Flow (prot)	0	1778	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.701			0.711		0.185			0.056		
Satd. Flow (perm)	0	1293	1568	0	1312	1568	341	4981	0	103	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		5.6			10.9			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	18	6	15	206	2	428	1	2394	197	293	1270	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	15	0	208	428	1	2591	0	293	1275	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	17.5	17.5	15.5	15.5	30.5		15.5	30.5	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		23.4	23.4		23.4	48.1	94.5	70.9		90.1	93.5	
Actuated g/C Ratio		0.18	0.18		0.18	0.37	0.73	0.55		0.69	0.72	
v/c Ratio		0.10	0.04		0.88	0.72	0.00	0.95		0.93	0.35	
Control Delay		43.9	0.3		86.4	40.6	5.0	37.9		75.2	7.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		43.9	0.3		86.4	40.6	5.0	37.9		75.2	7.8	
LOS		D	A		F	D	A	D		E	A	
Approach Delay		27.1			55.6			37.9			20.4	
Approach LOS		C			E			D			C	
Queue Length 50th (ft)		17	0		169	281	0	771		195	133	
Queue Length 95th (ft)		34	0		#261	370	2	#917		#372	212	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		263	372		267	601	408	2722		325	3619	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.04		0.78	0.71	0.00	0.95		0.90	0.35	

Intersection Summary	
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	34.5
Intersection LOS:	C
Intersection Capacity Utilization:	95.1%
ICU Level of Service:	F
Analysis Period (min):	15





















# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2028 Site + Forecasted PM - With Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	168	210	116	109	9	182	259	58	4	245	158
Future Volume (vph)	316	168	210	116	109	9	182	259	58	4	245	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		140	150		120	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	300			100			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.989			0.972			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1692	0	1752	1824	0	1752	1793	0	1752	1736	0
Flt Permitted	0.493			0.183			0.225			0.396		
Satd. Flow (perm)	909	1692	0	338	1824	0	415	1793	0	730	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		67			4			14			39	
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		355			606			630			3438	
Travel Time (s)		6.9			13.8			12.3			67.0	
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	372	198	247	193	182	15	225	320	72	5	292	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	372	445	0	193	197	0	225	392	0	5	480	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	23.0		12.0	23.0		12.0	23.0		12.0	23.0	
Total Split (s)	18.0	28.0		13.0	23.0		13.0	37.0		12.0	36.0	
Total Split (%)	20.0%	31.1%		14.4%	25.6%		14.4%	41.1%		13.3%	40.0%	
Maximum Green (s)	13.0	23.0		8.0	18.0		8.0	32.0		7.0	31.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	29.8	21.9		29.8	16.7		33.7	36.5		37.8	25.6	
Actuated g/C Ratio	0.36	0.26		0.36	0.20		0.40	0.44		0.45	0.31	
v/c Ratio	0.82	0.90		0.77	0.54		0.76	0.50		0.01	0.86	
Control Delay	37.5	50.3		51.1	36.5		33.8	20.1		12.2	41.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.5	50.3		51.1	36.5		33.8	20.1		12.2	41.5	
LOS	D	D		D	D		C	C		B	D	
Approach Delay		44.4			43.7			25.1			41.2	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	147	202		67	94		72	134		1	222	
Queue Length 95th (ft)	#265	#357		76	104		#111	232		7	309	
Internal Link Dist (ft)		275			526			550			3358	
Turn Bay Length (ft)	140			150						100		
Base Capacity (vph)	456	518		258	399		296	802		416	673	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.82	0.86		0.75	0.49		0.76	0.49		0.01	0.71	

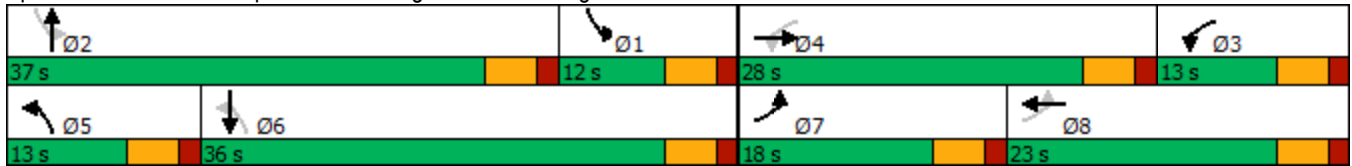
Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	83.6
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	38.5
Intersection LOS:	D
Intersection Capacity Utilization:	77.4%
ICU Level of Service:	D
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	



Queue shown is maximum after two cycles.

Splits and Phases: 4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension



Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	391	116	259	1	1	216
Future Volume (vph)	391	116	259	1	1	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.88	0.88	0.78	0.78	0.81	0.81
Adj. Flow (vph)	444	132	332	1	1	267
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	576	333	0	268	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	64.9%			ICU Level of Service C		
Analysis Period (min)	15					

Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	391	1	45	192	25	320
Future Volume (vph)	391	1	45	192	25	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.991	0.996	
Satd. Flow (prot)	1863	0	0	1846	1623	0
Fl <sub>t</sub> Permitted				0.991	0.996	
Satd. Flow (perm)	1863	0	0	1846	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	489	1	56	237	31	400
Shared Lane Traffic (%)						
Lane Group Flow (vph)	490	0	0	293	431	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.4%
Analysis Period (min)	15
	ICU Level of Service C

Intersection						
Int Delay, s/veh	11.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	391	1	45	192	25	320
Future Vol, veh/h	391	1	45	192	25	320
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	1	56	237	31	400

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	490	0	839 490
Stage 1	-	-	-	-	490 -
Stage 2	-	-	-	-	349 -
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	-	-	1073	-	336 578
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	714 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1073	-	316 578
Mov Cap-2 Maneuver	-	-	-	-	316 -
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	671 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	32.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	545	-	-	1073	-
HCM Lane V/C Ratio	0.791	-	-	0.052	-
HCM Control Delay (s)	32.2	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	7.5	-	-	0.2	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	114	259	342	45	1
Future Volume (vph)	4	114	259	342	45	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.869				0.997	
Fl <sub>t</sub> Protected	0.998			0.979		
Satd. Flow (prot)	1648	0	0	1860	1894	0
Fl <sub>t</sub> Permitted	0.998			0.979		
Satd. Flow (perm)	1648	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	121	312	412	52	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	724	53	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.9%
ICU Level of Service	A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	31	2	108	1	1	2	49	563	1	1	241	17
Future Volume (vph)	31	2	108	1	1	2	49	563	1	1	241	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932							0.991
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1615			229			546				1178
Travel Time (s)		36.7			5.2			12.4				26.8
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	42	3	146	4	4	8	54	626	1	1	301	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	16	0	0	681	0	0	323	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary













Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	67.0%
ICU Level of Service	C
Analysis Period (min)	15

Intersection				
Intersection Delay, s/veh	7.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	191	16	681	323
Demand Flow Rate, veh/h	192	16	688	326
Vehicles Circulating, veh/h	309	729	46	63
Vehicles Exiting, veh/h	80	5	455	682
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	5.8	8.4	5.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	192	16	688	326
Cap Entry Lane, veh/h	1007	656	1317	1294
Entry HV Adj Factor	0.995	0.998	0.989	0.991
Flow Entry, veh/h	191	16	681	323
Cap Entry, veh/h	1001	654	1303	1282
V/C Ratio	0.191	0.024	0.523	0.252
Control Delay, s/veh	5.4	5.8	8.4	5.0
LOS	A	A	A	A
95th %tile Queue, veh	1	0	3	1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

2028 Site + Forecasted PM - With Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	1	1	22	1	1
Future Volume (vph)	59	1	1	22	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	1	1	24	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	1	1	24	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					



Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↑	↗	↙	↑
Traffic Vol, veh/h	59	1	1	22	1	1
Future Vol, veh/h	59	1	1	22	1	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	0	-	150	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	64	1	1	24	1	1

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	4	1	0	0	25	0
Stage 1	1	-	-	-	-	-
Stage 2	3	-	-	-	-	-
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	1018	1084	-	-	1589	-
Stage 1	1022	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	1017	1084	-	-	1589	-
Mov Cap-2 Maneuver	1017	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1589	-
HCM Lane V/C Ratio	-	-	0.063	0.001	0.001	-
HCM Control Delay (s)	-	-	8.8	8.3	7.3	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B

2028 Site + Forecasted PM - With Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	1	22	19	1	59
Future Volume (vph)	52	1	22	19	1	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.937			
Flt Protected	0.953				0.950	
Satd. Flow (prot)	1772	0	1745	0	1770	1863
Flt Permitted	0.953				0.950	
Satd. Flow (perm)	1772	0	1745	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	1	24	21	1	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	45	0	1	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	1	22	19	1	59
Future Vol, veh/h	52	1	22	19	1	59
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	57	1	24	21	1	64

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	101	35	0	0	45
Stage 1	35	-	-	-	-
Stage 2	66	-	-	-	-
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	898	1038	-	-	1563
Stage 1	987	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	897	1038	-	-	1563
Mov Cap-2 Maneuver	897	-	-	-	-
Stage 1	987	-	-	-	-
Stage 2	956	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	899	1563
HCM Lane V/C Ratio	-	-	0.064	0.001
HCM Control Delay (s)	-	-	9.3	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	41	189	1	111	124	1
Future Volume (vph)	41	189	1	111	124	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1656	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1656	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.81	0.81
Adj. Flow (vph)	49	225	1	121	153	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	274	0	1	121	154	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	189	1	111	124	1
Future Vol, veh/h	41	189	1	111	124	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	92	92	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	225	1	121	153	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	274	0	285 162
Stage 1	-	-	-	-	162 -
Stage 2	-	-	-	-	123 -
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	-	-	1289	-	705 883
Stage 1	-	-	-	-	867 -
Stage 2	-	-	-	-	902 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1289	-	704 883
Mov Cap-2 Maneuver	-	-	-	-	704 -
Stage 1	-	-	-	-	867 -
Stage 2	-	-	-	-	901 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	705	-	-	1289	-
HCM Lane V/C Ratio	0.219	-	-	0.001	-
HCM Control Delay (s)	11.5	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↙
Traffic Volume (vph)	5	184	111	1	1	13
Future Volume (vph)	5	184	111	1	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	1861	1861	0	1623	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	1861	1861	0	1623	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	200	121	1	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	205	122	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	5	184	111	1	1	13
Future Vol, veh/h	5	184	111	1	1	13
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	5	200	121	1	1	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	122	0	-	0	332 122
Stage 1	-	-	-	-	122 -
Stage 2	-	-	-	-	210 -
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	1465	-	-	-	663 929
Stage 1	-	-	-	-	903 -
Stage 2	-	-	-	-	825 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1465	-	-	-	660 929
Mov Cap-2 Maneuver	-	-	-	-	660 -
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	825 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1465	-	-	-	903
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↙
Traffic Volume (vph)	2	182	105	1	1	7
Future Volume (vph)	2	182	105	1	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.880	
Flt Protected					0.994	
Satd. Flow (prot)	0	1863	1861	0	1629	0
Flt Permitted					0.994	
Satd. Flow (perm)	0	1863	1861	0	1629	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	198	114	1	1	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	115	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.2%
Analysis Period (min)	15
	ICU Level of Service A



Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	2	182	105	1	1	7
Future Vol, veh/h	2	182	105	1	1	7
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	2	198	114	1	1	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	115	0	-	0	317 115
Stage 1	-	-	-	-	115 -
Stage 2	-	-	-	-	202 -
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	1474	-	-	-	676 937
Stage 1	-	-	-	-	910 -
Stage 2	-	-	-	-	832 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1474	-	-	-	675 937
Mov Cap-2 Maneuver	-	-	-	-	675 -
Stage 1	-	-	-	-	908 -
Stage 2	-	-	-	-	832 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.1
HCM LOS			A

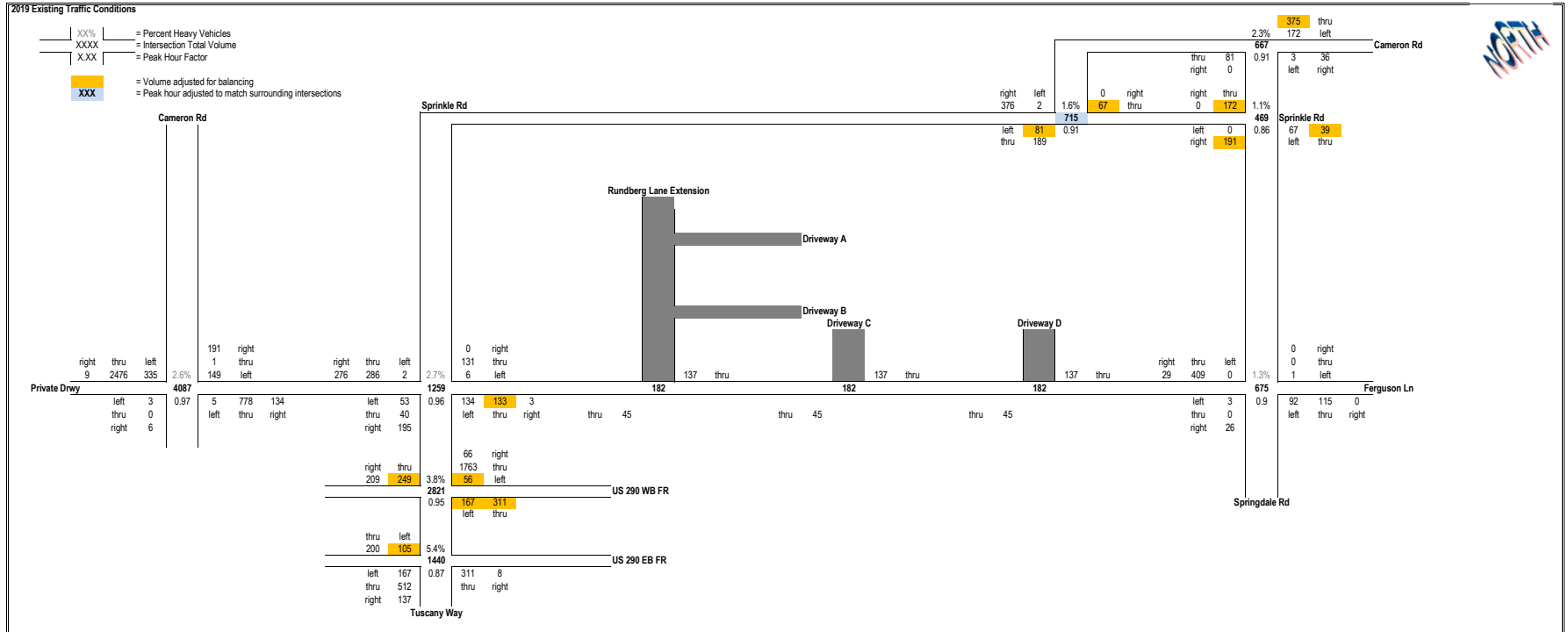
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1474	-	-	-	894
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premiere Logistics Park TIA- AM Peak.xlsx

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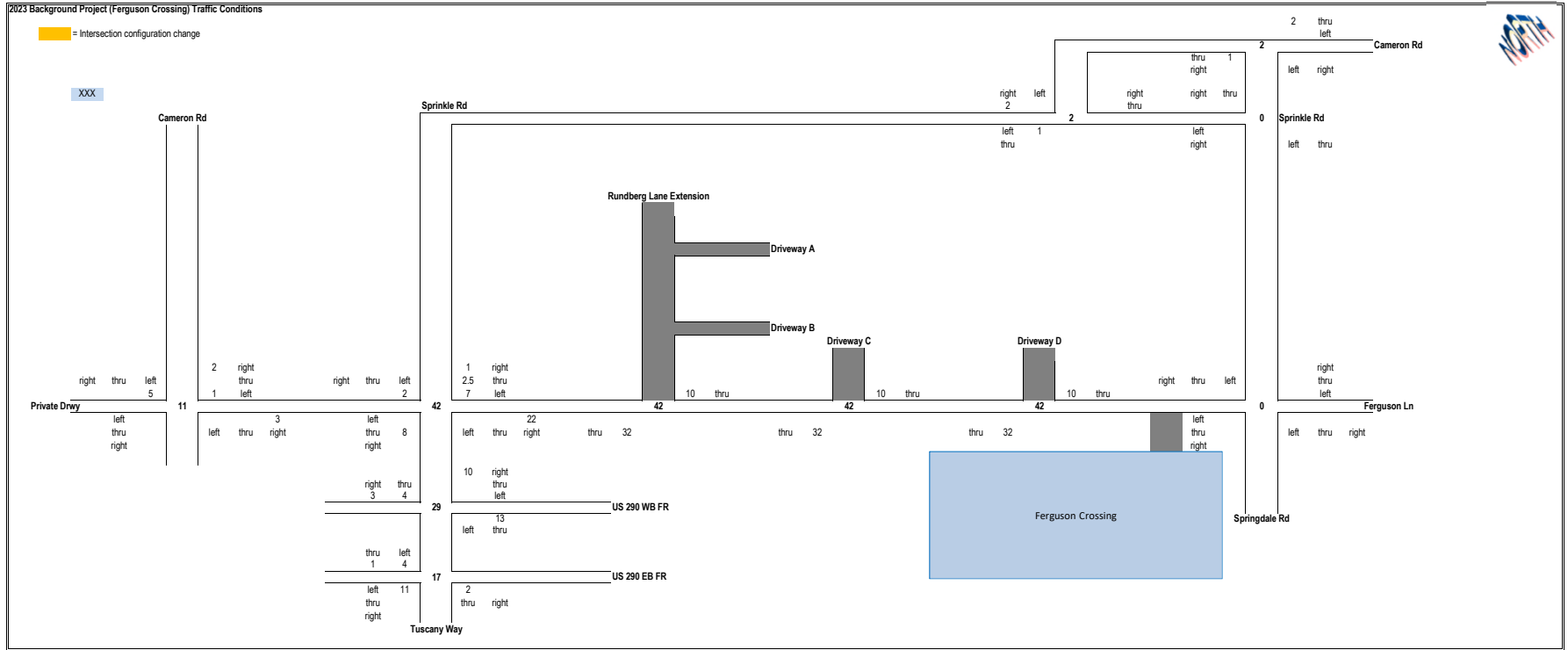
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DISTRIBUTION SPREADSHEET

AM Peak



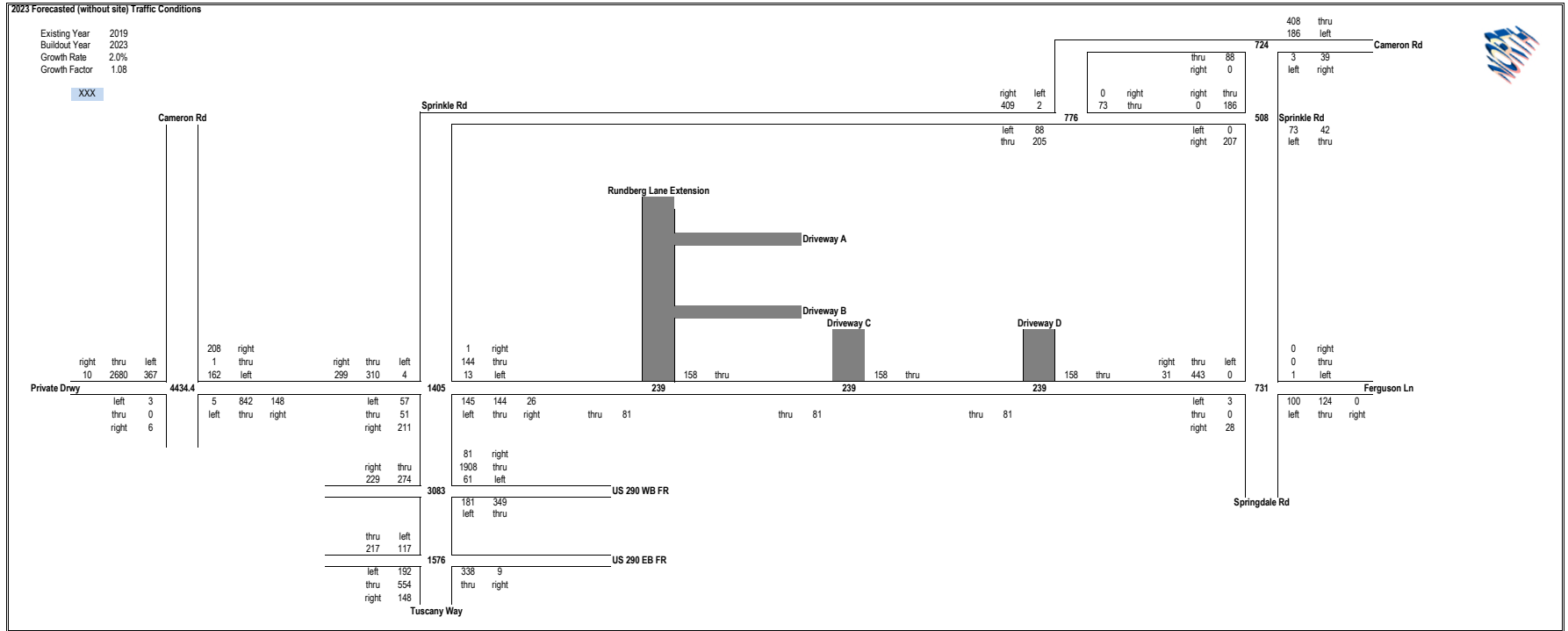
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AM Peak



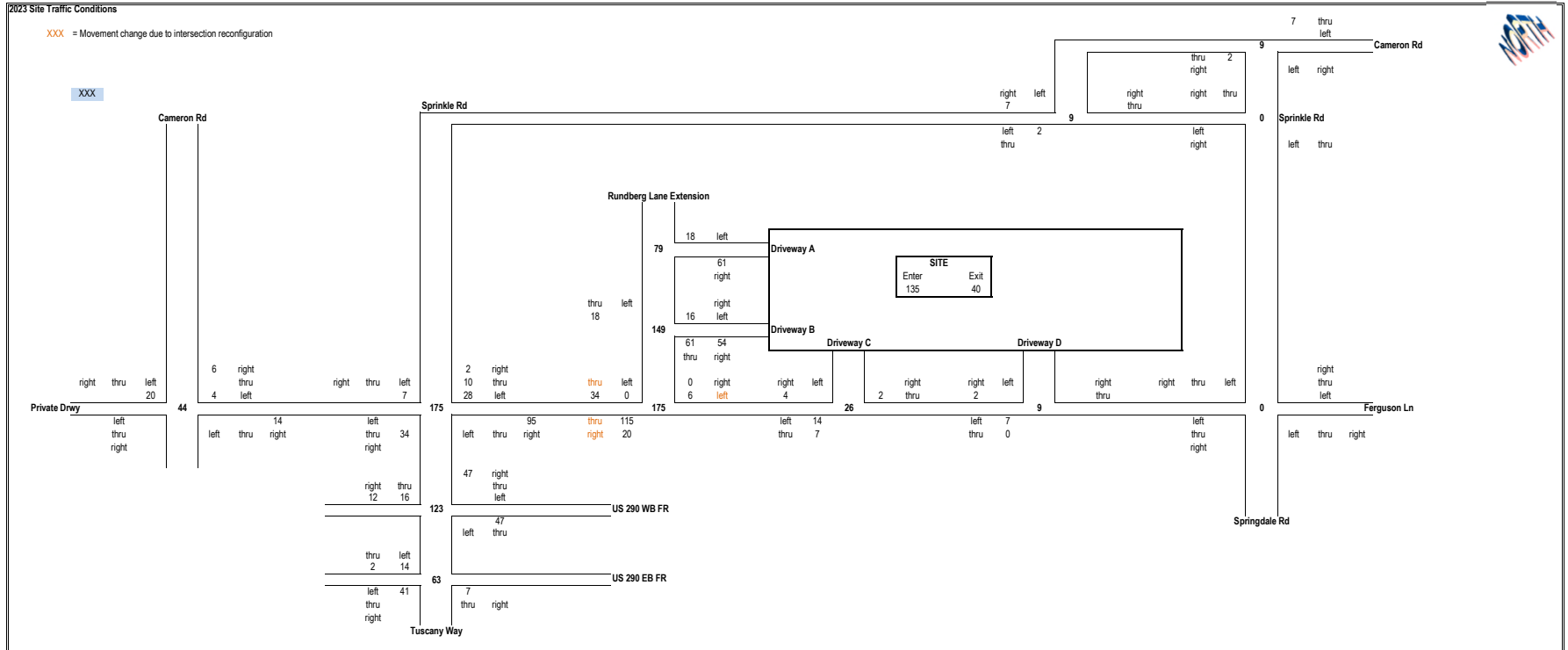
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AM Peak



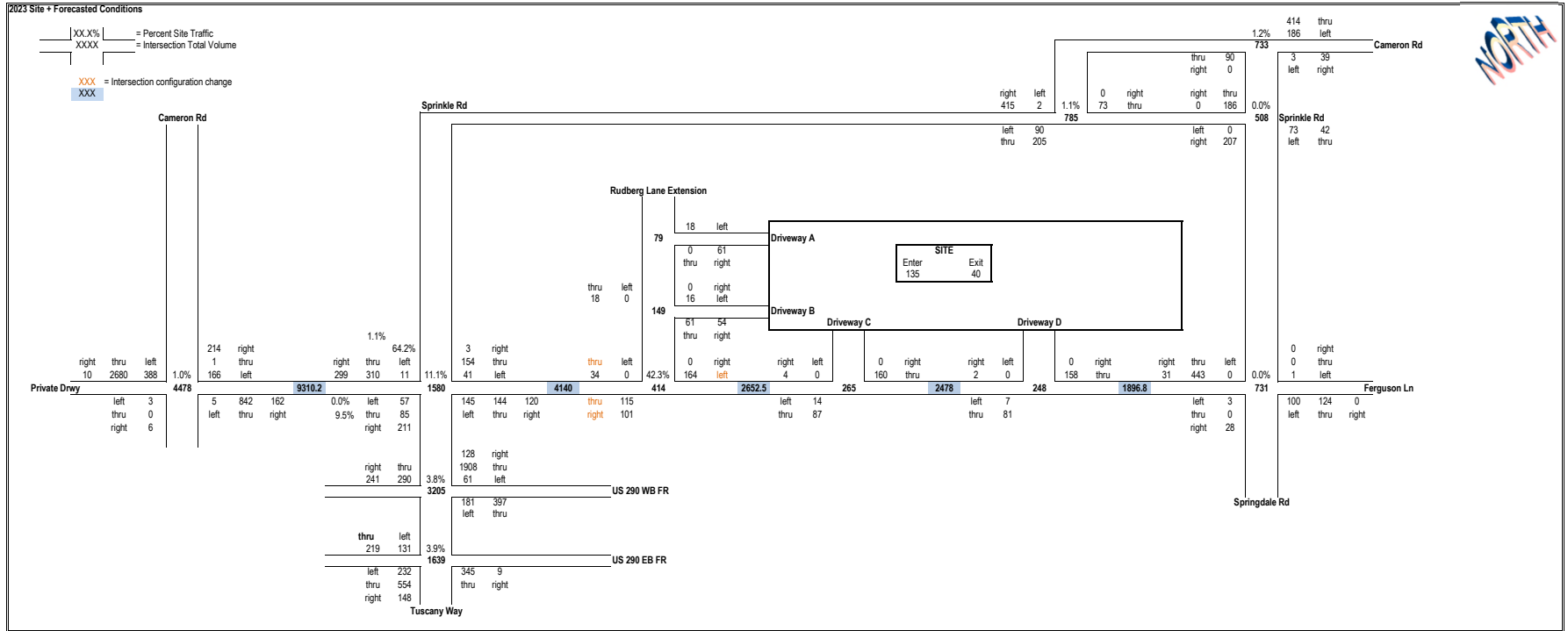
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AM Peak



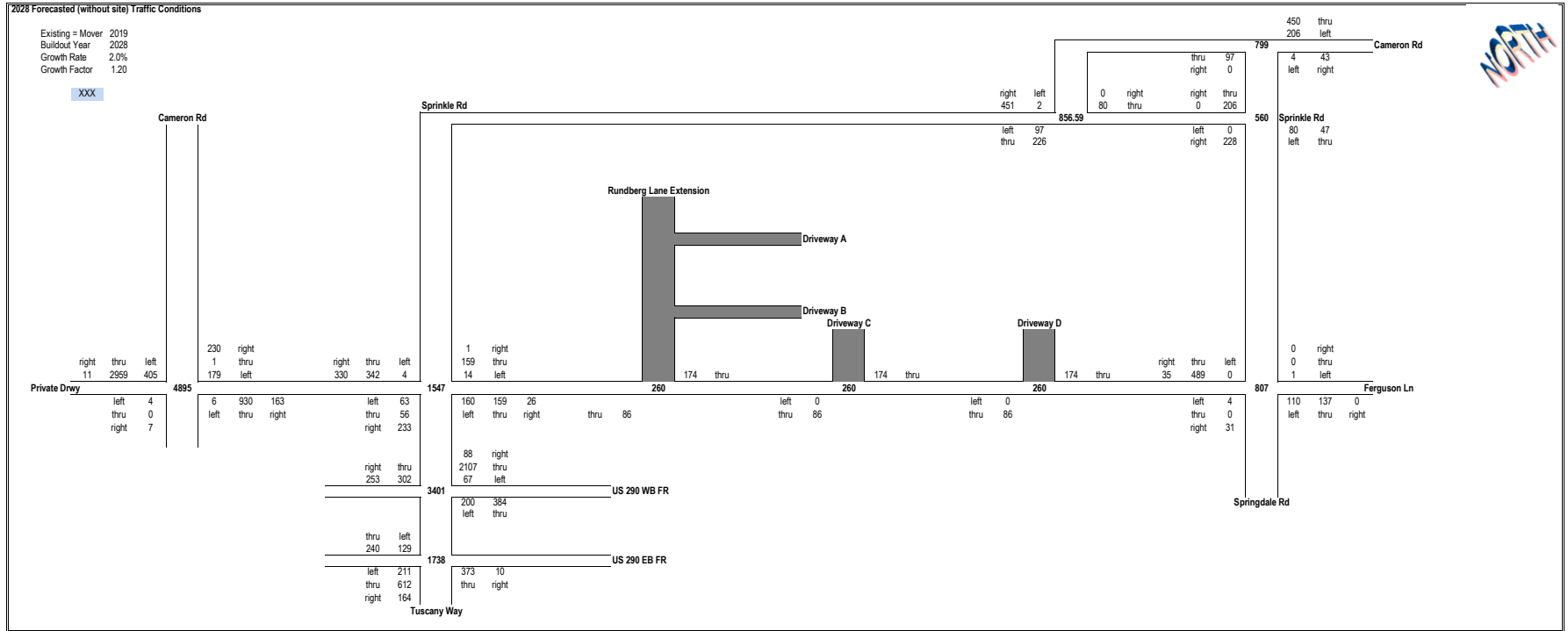
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AM Peak



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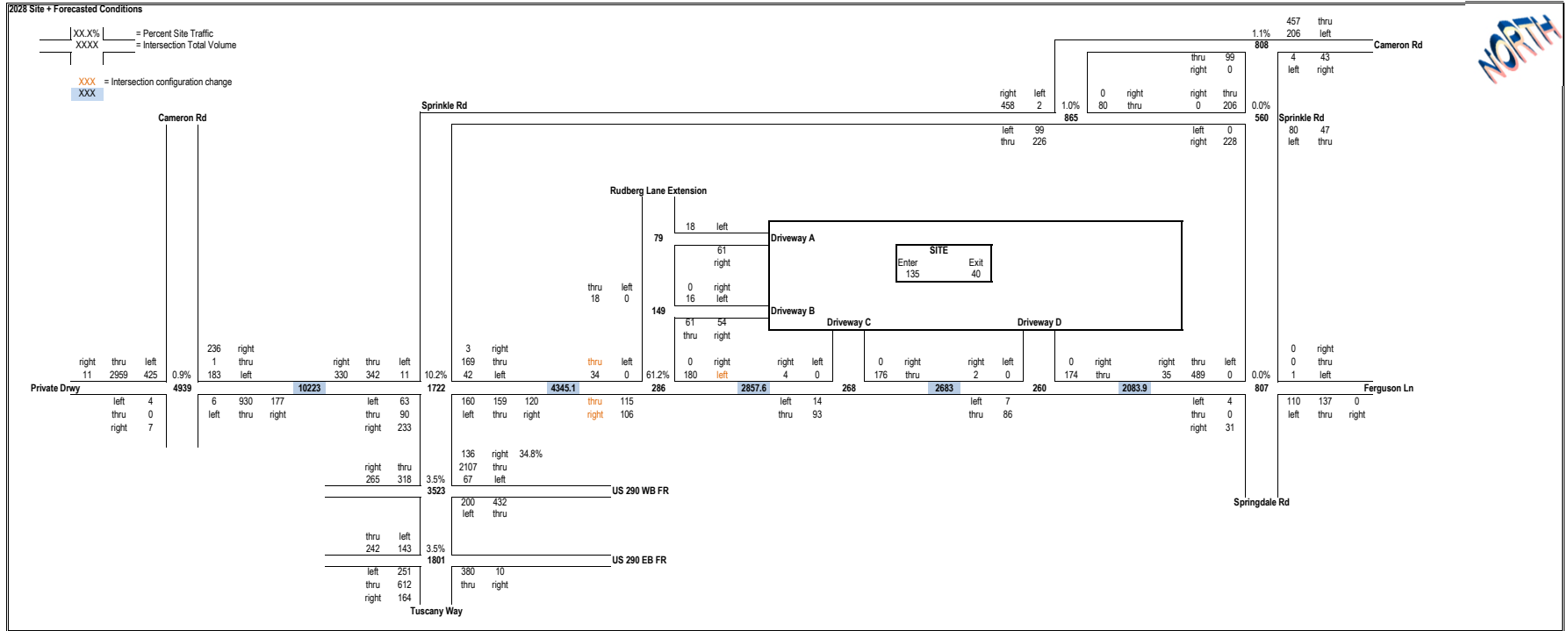
AM Peak





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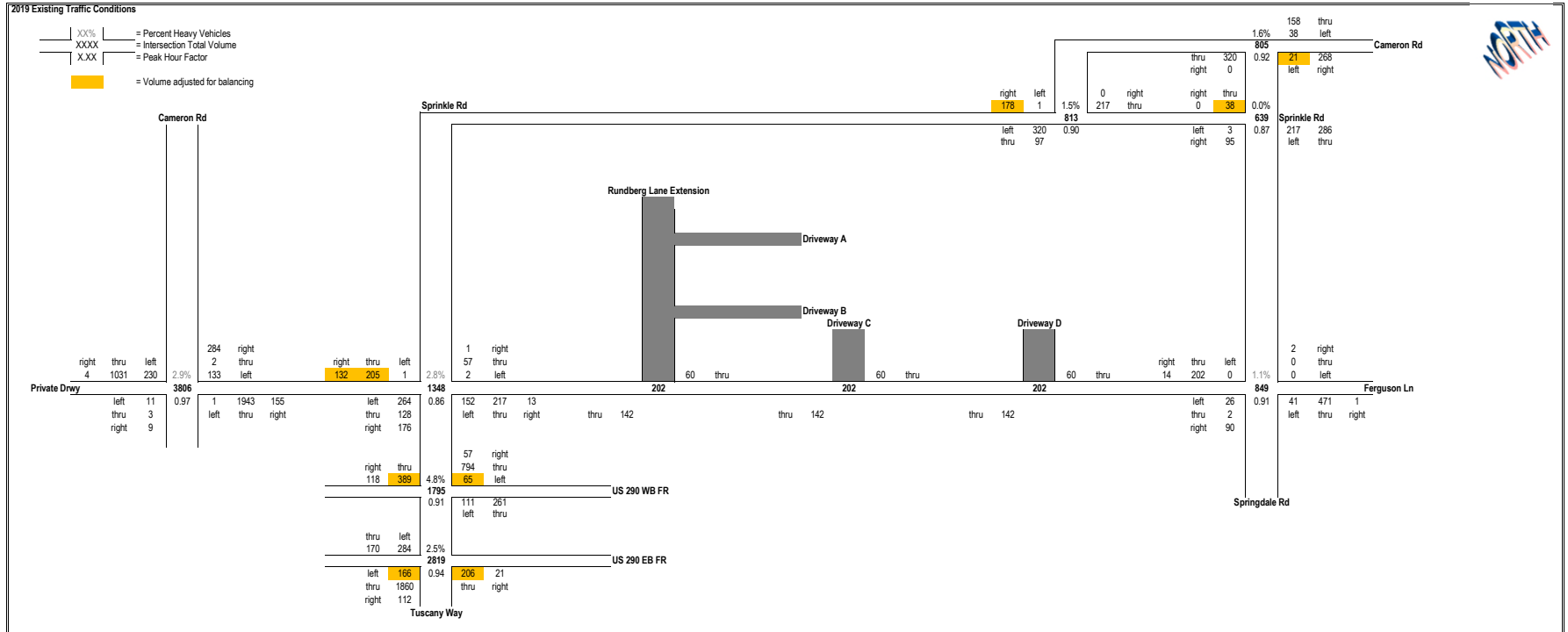


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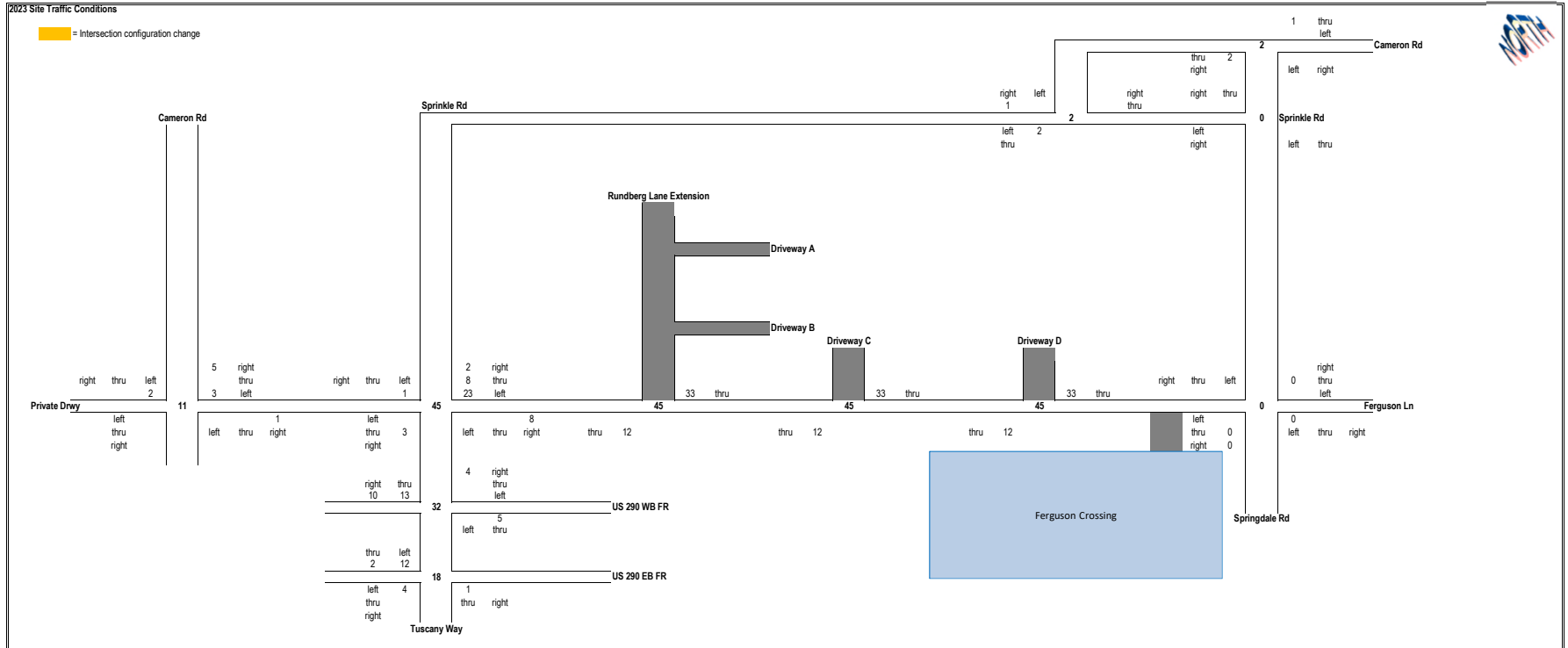
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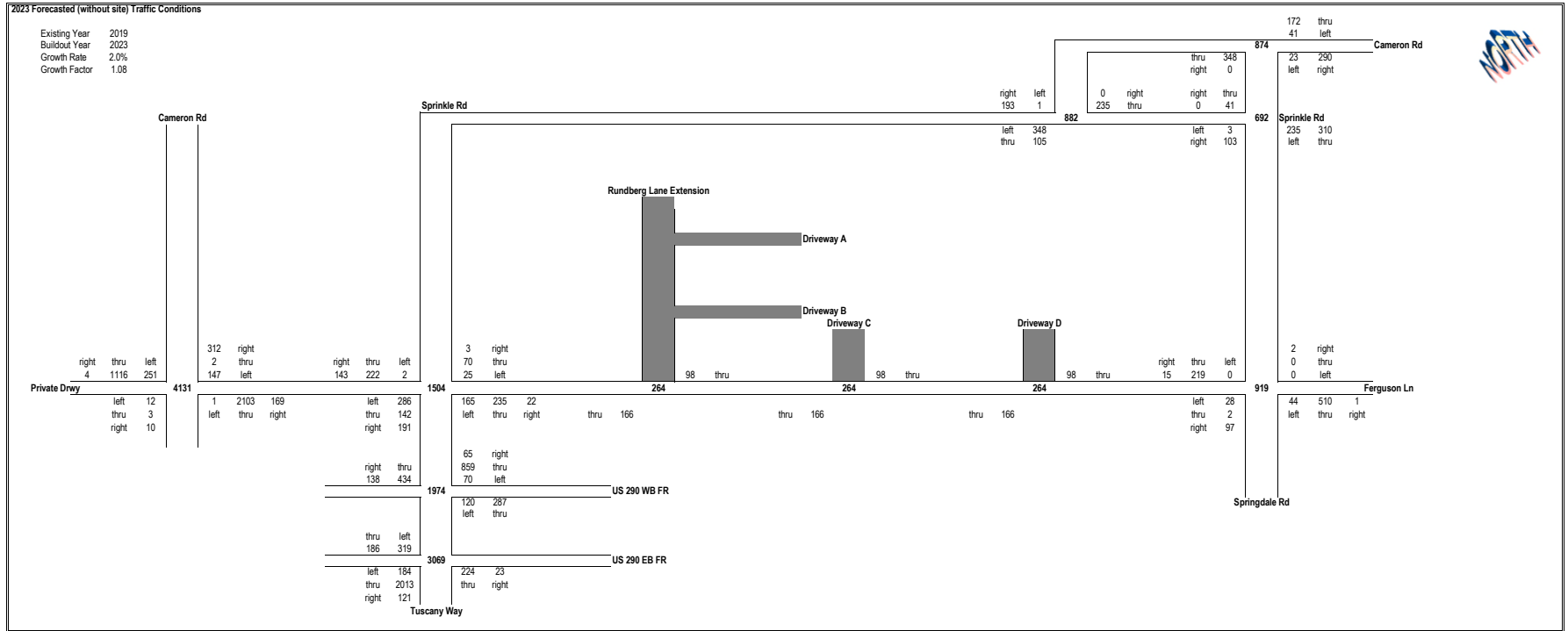
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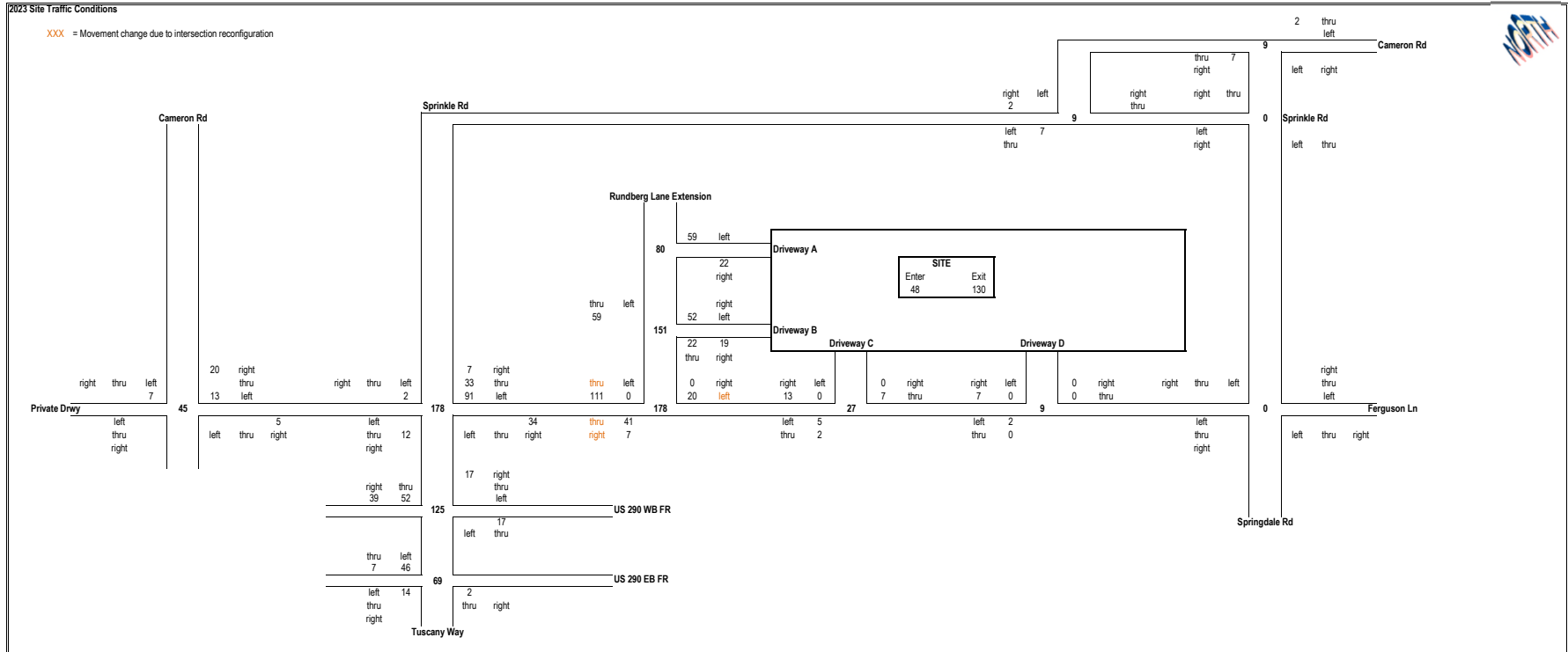
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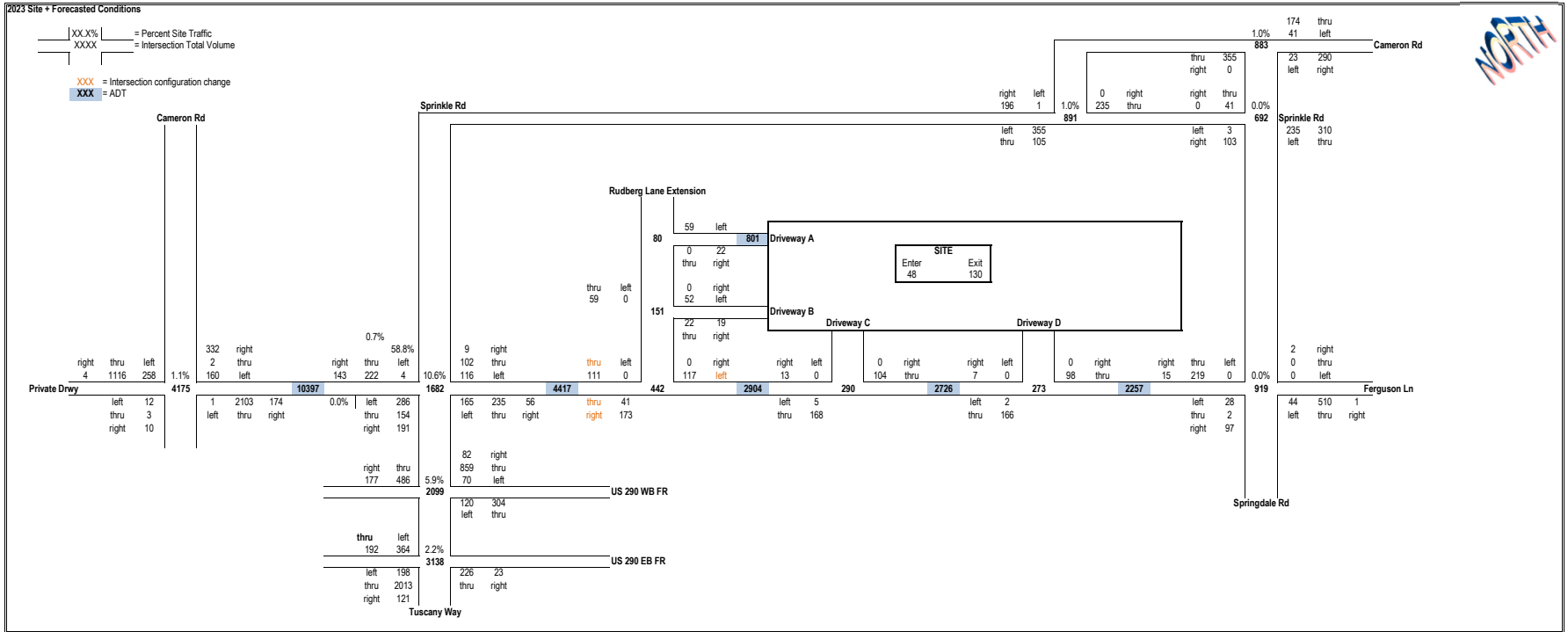
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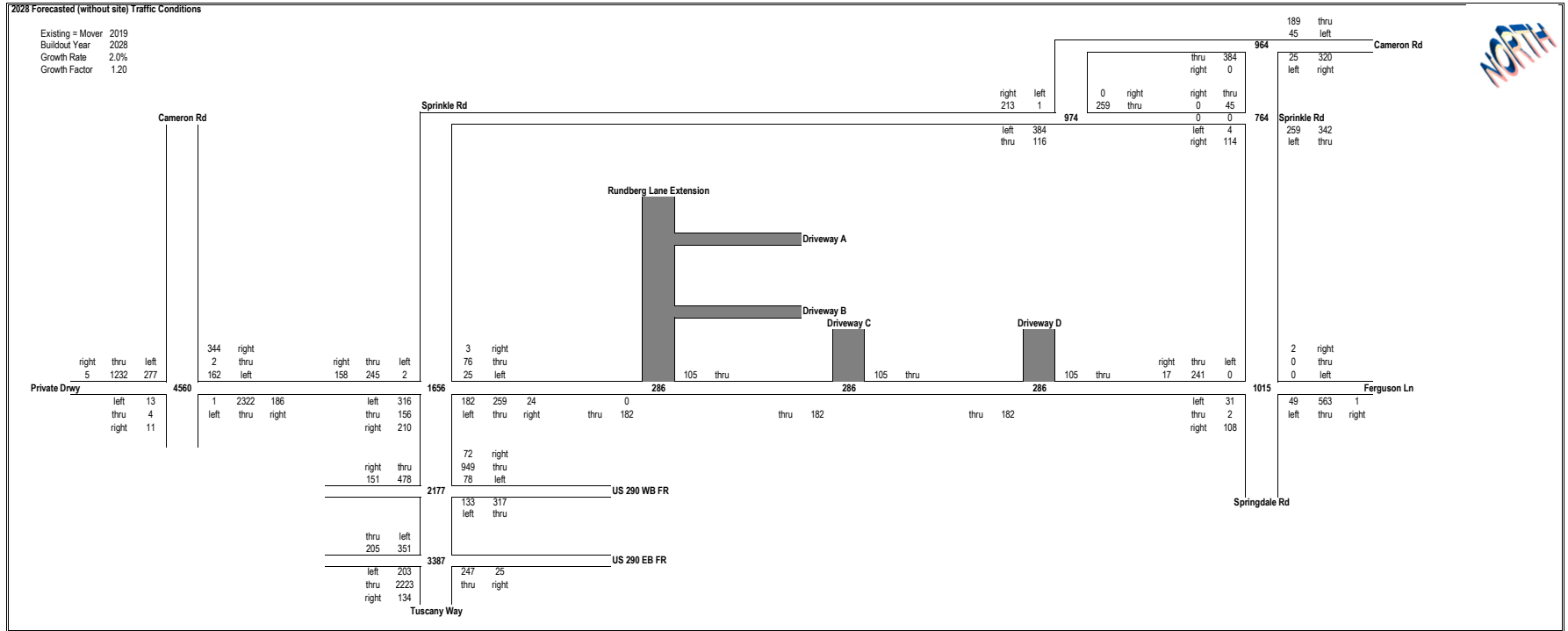
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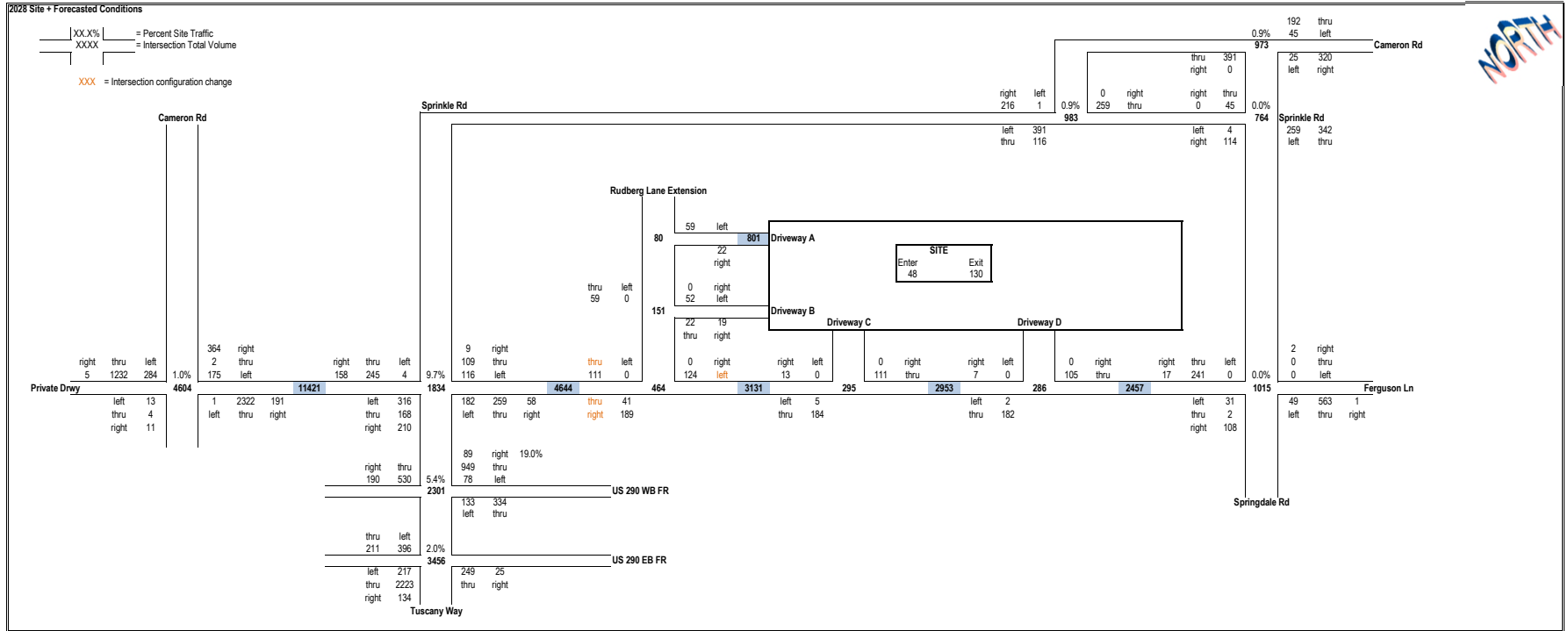
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Premier Logistics TIA

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**Cc:** [Hatami, Saba](#)

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[Premier Logistics Park TIA, 1.21.20.pdf](#); [Premier Logistics Park Technical Addendum, 1.21.20.pdf](#); [Premiere Logistics Park TIA- AM Peak.xlsx](#); [Premiere Logistics Park TIA- PM Peak.xlsx](#) ;

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Hi Andre,

We will walk over a hard copy tomorrow morning, but in the meantime, enclosed are all of the TIA submittal items for your review. Please let me know if you'd like to set up a meeting to go over any questions you may have. Thanks!

**Kathleen G. Smith, P.E., PTOE**

*Senior Project Manager  
Professional Associate*

**HDR**

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# Premier Logistics Park

Traffic Impact Analysis

*Austin, Texas*  
January 21, 2020



# Premier Logistics Park

## Traffic Impact Analysis

*Austin, Texas*

January 21, 2020

*Prepared for*

Premier Logistics Park, Inc.

*Prepared by*

HDR Engineering, Inc.

Texas P.E. Firm Registration No. F-754

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**This TIA is for interim review and is not to be used for construction, bidding, or permitting purposes.**

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# Introduction

The Premier Logistics Park development is located on the northeast corner of the intersection of Ferguson Lane and Sprinkle Road in Austin, TX, as shown in Figure 1. The proposed development is anticipated to consist of 1,250,000 square feet of warehousing, and is expected to be completed by 2023.

## Site and Access Characteristics

A section of the Rundberg Lane extension is to be constructed as part of this project, and will align with the east leg of the intersection of Sprinkle Road/Tuscany Way and Ferguson Lane. The proposed Rundberg Lane extension will provide a two-lane divided roadway with 100-feet of right-of-way (ROW) as shown in Figure 2. Two of the development's proposed access points are located on this roadway. In addition, Ferguson Lane will be aligned to form a T-intersection with Rundberg Lane

As shown in Figure 2, access to the development is proposed via four (4) full access driveways: two (2) on the north side of Ferguson Lane, and two (2) on the east side of the proposed Rundberg Lane extension.

## Existing Thoroughfare System

As indicated on the area location map and conceptual site plan (Figures 1 and 2), the project site is located on the northeast corner of the intersection of Ferguson Lane and Sprinkle Road, in Austin, TX. To adequately describe the significance of the roadways within the vicinity of the site, a further characterization is provided for each. Average daily traffic estimates for these roadways were obtained from TxDOT Traffic Count Database System (TCDS) (Ref. 1) and by counts conducted by HDR. The Capital Area Metropolitan Planning Organization (CAMPO) 2040 Regional Transportation Plan (RTP) (Ref. 2) and the Austin Strategic Mobility Plan (ASMP) (Ref. 3) catalog the classifications of these major roadways and documents proposed improvements. Capital Metro bus schedules and maps (Ref. 4) were used to identify bus service provided in the vicinity of the site, as shown in Figure 3.

### *US 290*

The CAMPO 2040 RTP classifies US 290 as a tollway with frontage roads in the vicinity of the site. Both the eastbound and westbound frontage roads of US 290 are currently three-lane roadways. According to the TxDOT average daily traffic counts, the 2018 ADT on US 290 WB FR and US 290 EB FR was approximately 14,400 and 13,500 vehicles per day (vpd), respectively, east of Springdale Road. The ASMP recommends improvements to bicycle and pedestrian facilities. No timeline or source of funding was given for these improvements; therefore, they were not assumed for this study. The posted speed limit on US 290 Frontage Roads (FR) is 50 miles per hour (mph).

### *Cameron Road*

The CAMPO 2040 RTP classifies Cameron Road as a principal arterial. Cameron Road is a six-lane divided roadway in the vicinity of the site. According to TxDOT average daily traffic counts, the 2015 ADT on Cameron Road was approximately 30,600 vpd north of Ferguson Lane. The posted speed limit on Cameron Road is 45 mph.

### *Tuscany Way*

The CAMPO 2040 RTP classifies Tuscany Way as a principal arterial between US 290 and Ferguson Road. Tuscany Way is a two-lane divided roadway between US 290 and Exchange Drive, and is a four-lane divided roadway from Exchange Drive to Ferguson Lane. According to the TxDOT average daily traffic counts, the 2015 ADT on Tuscany Way is approximately 9,400 vpd north of US 290. According to the ASMP, Tuscany Way is proposed to be expanded to a four-lane divided roadway from US 290 to Exchange Drive, continuing the existing lane configuration north of Exchange Drive. No timeline or source of funding was given for this improvement; therefore, it was not assumed for this study. The posted speed limit on Tuscany Way is 35 mph.

### *Ferguson Lane*

The CAMPO 2040 RTP classifies Ferguson Lane as a minor arterial. Ferguson Lane is a two-lane undivided roadway in the vicinity of the site, except for a short section between Tuscany Way and Wall Street, which is a two-lane divided roadway. According to the TxDOT average daily traffic counts, the 2018 ADT on Ferguson Lane was approximately 1,900 vpd, east of Sprinkle Road. According to the ASMP, Ferguson Lane is proposed to be expanded to a four-lane divided roadway. No timeline or source of funding was given for this improvement; therefore, it was not assumed for this study. The posted speed limit on Ferguson Lane is 40 mph.

### *Sprinkle Road*

The CAMPO 2040 RTP classifies Sprinkle Road as a minor arterial. Sprinkle Road is a two-lane undivided roadway in the vicinity of the site. According to the TxDOT average daily traffic counts, the 2015 ADT on Sprinkle Road was approximately 3,000 vpd, north of Ferguson Lane. The ASMP proposes improving Sprinkle Road to urban standards by the construction of curb and gutter, bicycle facilities, and sidewalks. No timeline or source of funding was given for these improvements; therefore, they were not assumed for this study. The posted speed limit on Sprinkle Road is 35 mph.

### *Springdale Road*

The CAMPO 2040 RTP classifies Springdale Road as a minor arterial. Springdale Road is a two-lane undivided roadway in the vicinity of the site. According to the TxDOT average daily traffic counts, the 2015 ADT on was approximately 3,300 vpd north of Ferguson Lane. The ASMP proposes improvements to bicycle and pedestrian facilities. No timeline or source of funding was given for these improvements; therefore, they were not assumed for this study. The posted speed limit on Springdale Road is 30 mph.

### *Cameron Road (East)*

The CAMPO 2040 RTP classifies Cameron Road (East) as a minor arterial. Cameron Road (East) is a two-lane undivided roadway, east of Springdale Road. According to the TxDOT average daily traffic counts, the 2015 ADT on was approximately 2,400 vpd east of Springdale Road. The posted speed limit on Cameron Road (East) is 40 mph.



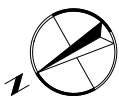
**LEGEND**

- X VPD = VEHICLES PER DAY
- TO BE CONSTRUCTED BY DEVELOPER
- TO BE CONSTRUCTED BY OTHERS

**FIGURE 1**

**AREA LOCATION MAP**

Background Map Copyrighted by Google, 2018



AMEF

DRUM

PROPOSED RUNDBERG LN EXTENSION

FUTURE ROW

DETECTION AND WET POND

PARNELL DR.

PRIVATE ROAD

A

B

C

D

FERGURSON LN

10' DRAINAGE EASEMENT

25' BUILDING LINE

POSSIBLE FUTURE DRIVE TO FERGURSON LN

POND

2,050'

BUILDING 06  
REAR LOAD  
CROSS DOCK  
288,280 SF

BUILDING 08  
REAR LOAD  
91,280 SF

BUILDING 05  
REAR LOAD  
CROSS DOCK  
288,280 SF

BUILDING 10  
REAR LOAD  
91,280 SF

BUILDING 03  
REAR LOAD  
95,280 SF

BUILDING 04  
REAR LOAD  
CROSS DOCK  
232,280 SF

BUILDING 02  
REAR LOAD  
95,280 SF

PROPOSED DETENTION AND WET POND

LEGEND



(X) = SITE DRIVEWAYS

FIGURE 2

CONCEPTUAL SITE PLAN



**LEGEND**

-  BUS ROUTE
-  BUS STOP

**FIGURE 3**

**TRANSIT AND BIKE MAP  
(NO BIKE FACILITY IN  
SITE VICINITY)**

Background Map Copyrighted by Google, 2019



# Traffic Analysis

In order to assess the traffic implications of the proposed development, three (3) time periods and seven (7) travel conditions were evaluated:

- 2019 Existing Conditions
- 2023 Forecasted Conditions (without site traffic)
- 2023 Site Plus Forecasted Conditions without improvements
- 2023 Site Plus Forecasted Conditions with improvements
- 2028 Forecasted Conditions (without site traffic)
- 2028 Site Plus Forecasted Conditions without improvements
- 2028 Site Plus Forecasted Conditions with improvements

Intersections in the vicinity of the site are considered the locations of principal concern because they are the locations of highest traffic conflict and delay. The standard used to evaluate traffic conditions at intersections is level of service (LOS), which is a qualitative measure of the effect of a number of factors such as speed, volume of traffic, geometric features, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost.

Two types of intersections to be evaluated are signalized and unsignalized, which use different criteria for assessment of operating levels. The analysis procedures are described in the following sections.

## Signalized Intersection Level of Service

Signalized intersection LOS is defined in terms of delay, which is a direct and/or indirect measure of driver discomfort, frustration, fuel consumption, and lost travel time. The levels of service have been established based on driver acceptability of various delays. The delay for each approach lane group is calculated based on a number of factors including lane geometrics, percentage of trucks, peak hour factor, number of lanes, signal progression, volume, signal green time to total cycle time ratio, roadway grades, parking conditions, and pedestrian flows.

Because delay is a complex measure, its relationship to capacity is also complex. Generally, overall intersection level of service A to D are considered to be acceptable, while overall LOS of E or F is unacceptable.

Table 1 summarizes the levels of service that are appropriate for different levels of average control delay, and a qualitative description for each. The HCM 6 uses the criteria of average control delay. Average control delay includes initial deceleration, delay, queue move-up time, stopped delay, and final acceleration delay (Ref. 5).

**Table 1. Signalized Intersection: Level of Service Measurement and Qualitative Descriptions**

Level of Service	Control Delay Per Vehicle (sec)	Qualitative Description
A	< 10	Good progression and short cycle lengths
B	> 10 and < 20	Good progression or short cycle lengths, more vehicle stops
C	> 20 and < 35	Fair progression and/or longer cycle lengths, some cycle failures
D	> 35 and < 55	Congestion becomes noticeable, high volume to capacity ratio
E	> 55 and < 80	Limit of acceptable delay, poor progression, long cycles, and/or high volume
F	> 80	Unacceptable to drivers, volume greater than capacity

### Unsignalized Intersection Level of Service

Unsignalized intersection LOS is defined in terms of average control delay and, in some cases,  $v/c$  ratio. Control delay is that portion of total delay attributed to traffic control measures, either traffic signals or stop signs. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

For two-way stop-controlled intersections, the analysis method assumes that major street through traffic is not affected by minor street flows. Major street left-turning traffic and the traffic on the minor approaches will be affected by opposing movements. Stop or yield signs are used to assign the right-of-way to the major street. This designation forces drivers on the controlled street to judgmentally select gaps in the major street flow through which to execute crossing or turning maneuvers. Thus, the capacity of the controlled legs is based upon two factors:

- The distribution of gaps in the major street traffic stream.
- Driver judgment in selecting gaps through which to execute their desired maneuvers.

The LOS procedure computes a capacity for each movement based upon the critical time gap required to complete the maneuver and the volume of traffic that is opposing the movement. The average control delay for any particular movement is calculated as a function of the capacity of the approach and the degree of saturation ( $v/c$  ratio). The degree of saturation is defined as the volume for a movement, expressed as an hourly flow rate, divided by the capacity of the movement, expressed as an hourly flow rate. With the HCM 6 methodology, overall intersection LOS is best quantified based on minor street movement average control delay. The HCM 6 methodology adjusts individual movement delay to account for a degree of saturation ( $v/c$  ratio) that is greater than 1.0. Those movements are assigned an LOS F, regardless of the average control delay.

Engineering judgment must be used to determine which minor street movement controls overall intersection LOS, and whether unacceptable LOS on minor street movements appropriately reflects unacceptable LOS for the overall intersection.

Table 2 shows the relationship between the average control delay and the LOS. The LOS range for unsignalized intersections is different than that for signalized intersections. This difference is due to the fact that drivers expect different levels of performance from different kinds of transportation facilities. Unsignalized intersections carry less traffic volume than signalized intersections and delays at unsignalized intersections are variable. For these reasons, control delay would be less for an unsignalized intersection than for a signalized intersection.

Analysis was performed using the simulation program “Synchro 10” by Trafficware (Ref. 6), which is based on the procedures contained in the Highway Capacity Manual.

**Table 2. Unsignalized Intersection: Level of Service Measurement**

Level of Service	Control Delay Per Vehicle (sec)
A	< 10
B	> 10 and < 15
C	> 15 and < 25
D	> 25 and < 35
E	> 35 and < 50
F	> 50

## 2019 Existing Conditions

The analysis of existing traffic requires the collection of data on the major roadways and intersections. AM (7-9 AM) and PM (4-6) peak hour turning movement counts were conducted at the following study area intersections on Thursday, December 5, 2019, while schools were in session:

- Cameron Road and Ferguson Lane
- Sprinkle Road/Tuscany Way and Ferguson Lane
- Springdale Road and Ferguson Lane

Additional peak hour turning movement counts were conducted at the following study intersections on Thursday, December 19, 2019 while schools were in session:

- Tuscany Way and US 290 WB FR
- Tuscany Way and US 290 EB FR
- Cameron Road (East) and Sprinkle Road
- Springdale Road and Cameron Road (East)
- Springdale Road and Sprinkle Road

### Background Traffic

The forecasted traffic was projected by analyzing patterns from TxDOT Historical ADT and comparison of traffic volumes conducted by HDR on local area roadways. For the purposes of traffic analysis, a two (2) percent annual growth rate was assumed and applied to existing traffic volumes to account for the effects of background growth.

### Signalized Intersections

2019 existing turning movement counts are presented in Figures 3. Brief descriptions of the following signalized intersections follows:

- Tuscany Way and US 290 WB FR
- Tuscany Way and US 290 EB FR
- Cameron Road and Ferguson Lane

#### *Tuscany Way and US 290 WB FR*

The northbound approach of Tuscany Way provides one left-turn lane and two through lanes, while the southbound approach provides one through lane and one through/right-turn shared lane. The westbound approach of US 290 WB FR provides one left-turn lane, two through lanes, and one through/right-turn shared lane. This intersection operates at LOS D under 2019 existing traffic conditions during both the AM and PM peak periods. Assuming the same intersection geometry, the intersection will continue to operate at LOS D under 2023 forecasted (without site) traffic conditions during both the AM and PM peak periods.

### *Tuscany Way and US 290 EB FR*

The northbound approach of Tuscany Way provides two through lanes and one through/right-turn shared lane, while the southbound approach provides one left-turn lane, one left-turn/through shared lane, and one through lane. The eastbound approach of US 290 EB FR provides two left-turn lanes, two through lanes, and one through/right-turn shared lane. This intersection operates at LOS C and F under 2019 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same intersection geometry, the intersection will continue to operate at LOS C and F under 2023 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

### *Cameron Road and Ferguson Lane/Commercial Driveway*

The northbound and southbound approaches of Cameron Road both provide one left-turn lane, two through lanes, and one through/right-turn shared lane. The westbound and eastbound approaches of Ferguson Lane and Commercial Driveway both provide one left-turn/through shared lane and one right-turn lane. This intersection operates at LOS B and C under 2019 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same intersection geometry, the intersection will continue to operate at LOS B and C under 2023 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

## Unsignalized Intersections

2019 existing turning movement are presented in Figures 3. Brief descriptions of the following unsignalized intersections follows:

- Sprinkle Road/Tuscany Way and Ferguson Lane
- Cameron Road (East) and Sprinkle Road
- Springdale Road and Cameron Road (East)
- Springdale Road and Sprinkle Road
- Springdale Road and Ferguson Lane

### *Sprinkle Road/Tuscany Way and Ferguson Lane*

All approaches of this intersection are stop-controlled. The northbound approach of Tuscany Way provides one left-turn lane and one through/right-turn shared lane, while the southbound approach of Sprinkle Road provides one left-turn/through shared lane and one channelized right-turn lane that is yield-controlled. The westbound approach of Ferguson Lane provides one left-turn/through shared lane and one right-turn lane, while the eastbound approach provides one left-turn/through shared lane and one channelized right-turn lane that is free-flowing. The intersection operates at LOS E under 2019 existing traffic conditions during both the AM and PM peak periods. Assuming the same intersection geometry, the intersection will operate at LOS F under 2023 forecasted (without site) traffic conditions during both the AM and PM peak periods.

### *Cameron Road (East) and Sprinkle Road*

The southbound approach of Cameron Road (East) is uncontrolled and provides one left-turn/through shared lane. The westbound approach of Sprinkle Road is yield-controlled and provides one through/right-turn shared lane. The eastbound approach of Sprinkle Road is uncontrolled and provides one left-turn/through shared lane. The minor street approach (SB) operates at LOS A under 2019 existing traffic conditions during both the AM and PM peak periods. Assuming the same intersection geometry, the minor street approach (SB) will continue to operate at LOS A under 2023 forecasted (without site) traffic conditions during the AM and PM peak periods.

### *Springdale Road and Cameron Road (East)*

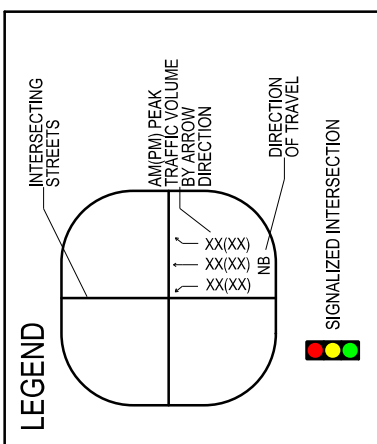
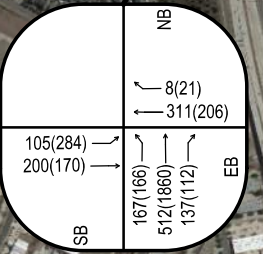
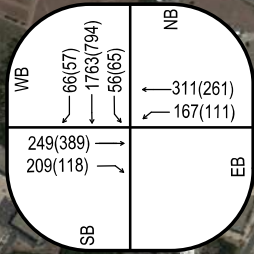
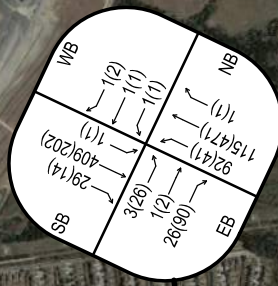
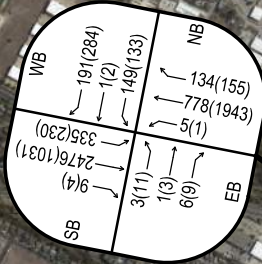
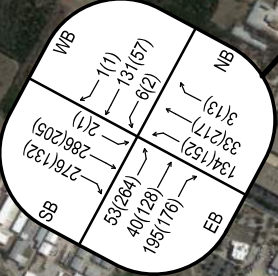
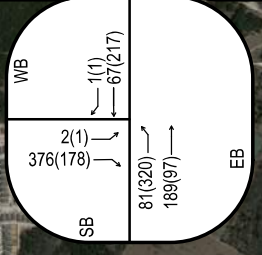
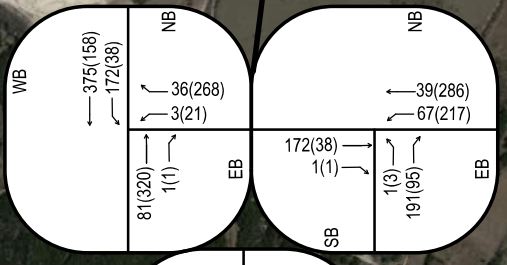
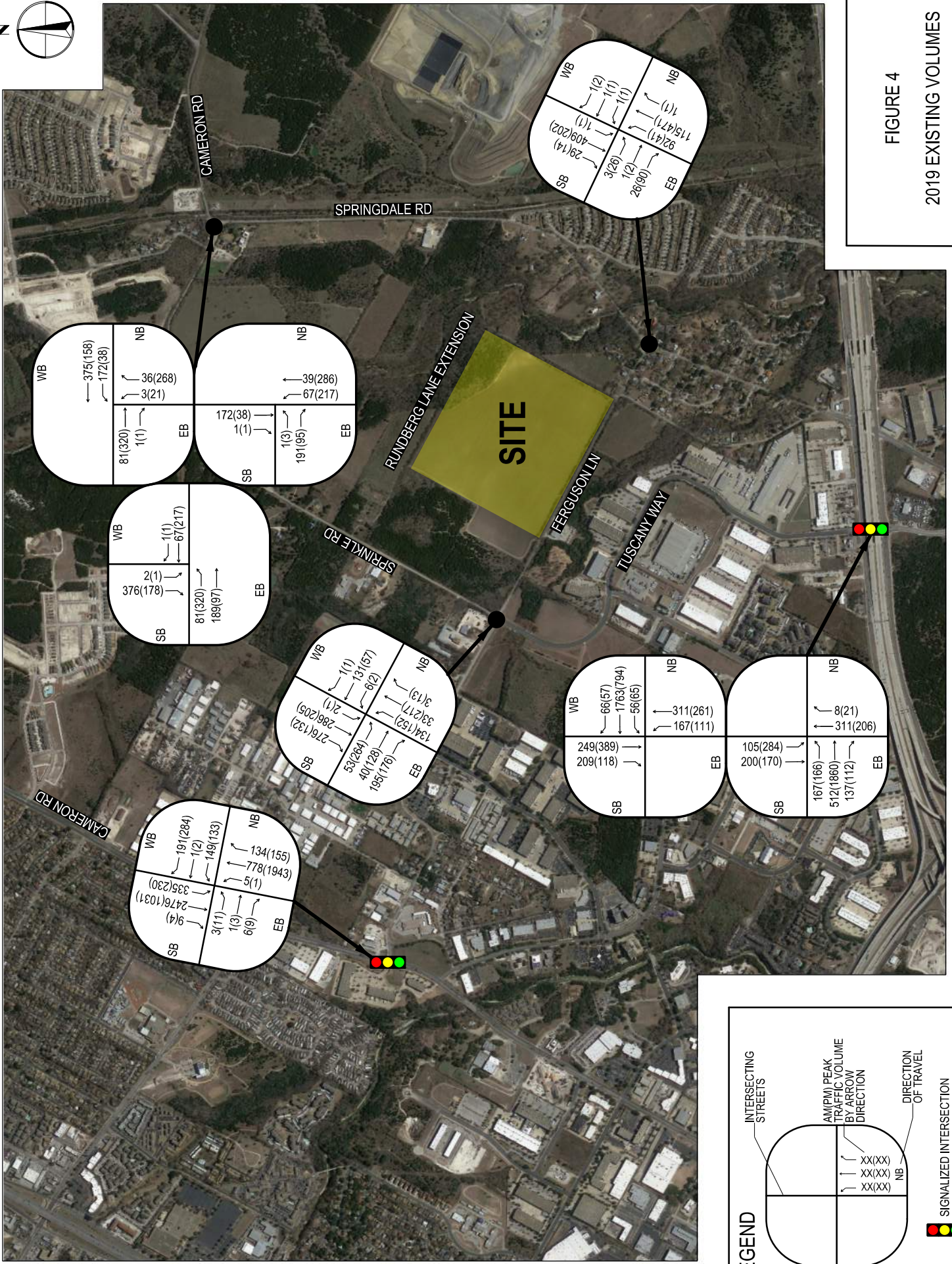
The northbound approach of Springdale Road comprises the stop-controlled approach of this intersection and provides one left-turn/right-turn shared lane. The westbound approach of Cameron Road (East) is uncontrolled and provides one left-turn/through shared lane, while the eastbound approach provides one through/right-turn shared lane. The minor street approach (NB) operates at LOS A and B under 2019 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same intersection geometry, the minor street approach (NB) will operate at LOS B and C under 2023 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

### *Springdale Road and Sprinkle Road*

The northbound approach of Springdale Road is uncontrolled and provides one left-turn/through shared lane, while the southbound approach provides one through/right-turn shared lane. The eastbound approach of Sprinkle Road is yield-controlled and provides one left-turn/right-turn shared lane. The minor street approach (EB) operates at LOS B and A under 2019 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same intersection geometry, the minor street approach (EB) will continue to operate at LOS B and A under 2023 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

### *Springdale Road and Ferguson Lane*

All approaches of this single-lane roundabout provide one left-turn/through/right-turn shared lane. The highest delay minor street approach (SB, NB for AM and PM peak periods, respectively) operates at LOS B and A under 2019 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same intersection geometry, the intersection will operate at LOS B under 2023 forecasted (without site) traffic conditions during both the AM and PM peak periods.



**FIGURE 4**  
2019 EXISTING VOLUMES

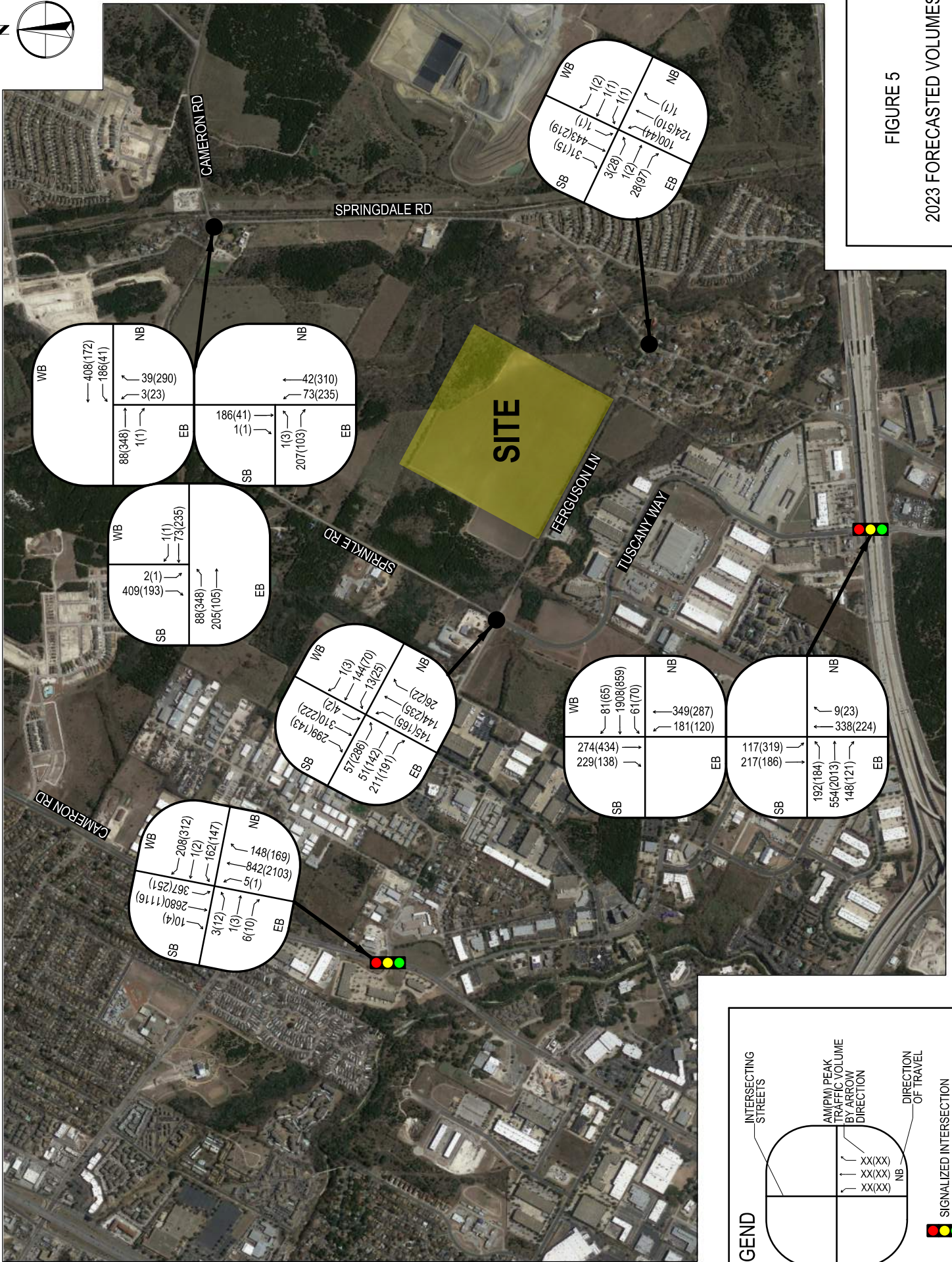
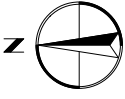


FIGURE 5

2023 FORECASTED VOLUMES



## 2023 Forecasted with Site Generated Traffic

The Premier Logistics Park development is anticipated to be completed in 2023. This time frame was used to assess the major roadway effects and to facilitate the evaluation of potential improvements. The forecasted traffic was projected using available information. This process was facilitated by using trends established by prior data for the major roadways and intersections in the immediate vicinity of the project site.

### Site Generated Traffic

Determining the site generated traffic, or the traffic that will be generated due to the development of the proposed project, was a major element of this analysis. Unadjusted total trips per day, as well as the peak hour traffic associated with the project, were estimated using recommendations and data contained in the Institute of Transportation Engineers Trip Generation Manual, 10<sup>th</sup> Edition (Ref. 7).

Table 3 provides a detailed summary of the traffic production, which is directly related to the assumed land use activity for the Premier Logistics development. As a point of reference, the unadjusted trips per day for this project were estimated at 2,021 vehicles per day.

**Table 3. Summary of Unadjusted Daily and Peak Hour Trip Generation**

ITE Code	Land Use	Size	24-Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
				Enter	Exit	Enter	Exit
150	Warehousing	1,250,000 SF	2,021	135	40	48	130

### Analysis Assumptions

The traffic impact analysis process involves both the use of primary data and engineering judgment on transferable parameters. Specifically, engineering judgment is required for estimation of background traffic growth, pass-by capture, internal capture, and transit reductions. No trip reductions were assumed as part of this project due to all proposed land uses being institutional.

### Background Traffic

As previously mentioned, a two (2) percent annual growth rate was assumed for this study. In addition, the Ferguson Crossing (C14-2017-0139) development was included as background traffic, as shown in Figure 6. The following projects were considered but not included as background traffic due to the lack of available information:

- Colliers Wood Subdivision (C8J-2010-0091)
- Pioneer Crossing East Section 18 (C8-2016-0109.6B)
- Ferguson Lane Development (SP-2018-0174D)
- 2020 Business Park (SP-2018-0174D)

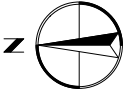


FIGURE 6

BACKGROUND PROJECTS

## Directional Distribution

The next step involved distribution of the site generated trips to appropriate geographic directions and logical connecting roadways. The major thoroughfares that have a direct bearing on the accessibility of the project have been previously identified. Overall directional distribution of traffic was derived using the existing 2019 traffic data collected during the study and engineering judgment. Forecasted directional distribution of traffic is presented in Table 4 below.

**Table 4. Forecasted Overall Directional Distribution of Site Oriented Traffic**

Direction/ Roadway	% Overall Distribution
East US 290	30
West US 290	35
South Tuscany Way	5
North Cameron Road	15
South Cameron Road	10
East Cameron Road (East)	5
<b>Total</b>	<b>100</b>

Given the total site generated traffic and the directional distribution by approach, the next step in the process is to assign the traffic destined to and from the project to the most likely travel paths. This step was performed by investigating a number of alternative travel patterns, as well as ingress/egress points along the project boundaries. Primary consideration was given to the traffic flow and safety of major roadways.

## Deceleration Lane Analysis

As part of this traffic study, an evaluation of the requirements for deceleration lanes were performed for all proposed site driveways. Volume thresholds for right-turn and left-turn deceleration lanes are based on criteria found in the TxDOT Access Management Manual (Ref. 8). The manual indicates that on roadways with a speed limit of 45 mph or less, a right-turn deceleration lane should be considered where the right-turn volume exceeds 60 vehicles per hour (vph). All site driveways are taking access on roadways that are 45 mph or less. Results of this analysis is discussed in the following paragraphs.

## Intersection Analysis

The total 2023 traffic demand will be the sum of traffic generated by the proposed project and changes in existing traffic. Total site and site plus forecasted traffic conditions turning movement counts are shown in Figure 7 and 8, respectively. The site plus

forecasted condition LOS assumes that all roadway and intersection improvements recommended in this TIA are constructed. Brief descriptions of the intersections follow:

*Tuscany Way and US 290 WB FR*

This intersection will operate at LOS D and E under 2023 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study.** It should be noted that the westbound left-turn of this intersection is operating unacceptably (delay); however, no improvements are recommended as the delay increase reported is less than ten percent. Additionally, the impact of site traffic on the southbound through/right-turn movement of this intersection has not been mitigated (delay and volume to capacity (V/C) ratio). Construction of a southbound right-turn lane was considered; however, ultimately was not recommended due to the presence of a large drainage structure on the southwest corner of this intersection. Site traffic comprises approximately 3.8 and 5.9 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

*Tuscany Way and US 290 EB FR*

This intersection will operate at LOS C and F under 2023 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study.** It should be noted that the eastbound approach of this intersection is operating unacceptably (delay); however, no improvements are recommended as the delay increase reported is less than ten percent. Site traffic comprises approximately 3.9 and 2.2 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

*Cameron Road and Ferguson Lane/Commercial Driveway*

This intersection will operate at LOS C under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods. **No improvements are recommended at this intersection as part of this study.** It should be noted that the westbound approach and southbound left-turn movement are operating unacceptably (delay and queue); however, no improvements were recommended as the delay increase reported is less than ten percent. Site traffic comprises approximately 1.0 and 1.1 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

*Sprinkle Road/Tuscany Way and Ferguson Lane/Rundberg Lane*

Rundberg Lane will be constructed to replace the east leg of this intersection and will provide one inbound lane and two outbound lanes. This intersection will operate at LOS C under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming the following improvements:

- **Installation of a traffic signal when warrants are met in the field**
- **Construction of a southbound left-turn lane (100-foot storage, 50-foot taper)**
- **Modification to the eastbound approach to provide one left-turn lane (140-foot storage, 300-foot taper) and one through/right-turn shared lane**

With the installation of a traffic signal at this intersection, some approaches at this intersection will experience higher queue lengths than under the previous all-way stop-controlled condition; however, a review of the available stopping sight distance for this intersection has been completed, and there is sufficient visibility for all approaches. Site traffic comprises approximately 11.1 and 10.6 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Cameron Road (East) and Sprinkle Road*

The minor street approach (SB) will operate at LOS A under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods. **No improvements are recommended at this intersection as part of this study.** Site traffic comprises approximately 1.1 and 1.0 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Springdale Road and Cameron Road (East)*

The minor street approach (NB) will operate at LOS B and C under 2023 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study.** Site traffic comprises approximately 1.2 and 1.0 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Springdale Road and Sprinkle Road*

The minor street approach (EB) will operate at LOS B and A under 2023 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study.** Site traffic comprises approximately 0.0 percent of total traffic at this intersection during both the AM and PM peak periods.

#### *Springdale Road and Ferguson Lane*

The highest delay minor street approach (SB, NB during the AM and PM peak periods, respectively) will operate at LOS B under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods. **No improvements are recommended at this intersection as part of this study.** No site traffic was assumed to be routed through this intersection due to the nature of the trips generated by the proposed land use and the existing prohibition of heavy vehicles on Ferguson Lane, east of Tuscany Way.

#### *Rundberg Lane and Driveway A*

Driveway A will be constructed as the east leg of this intersection and operate as stop-controlled. Driveway A will be constructed with a minimum 36-foot cross section that provides one inbound and two outbound lanes. The minor street approach (WB) will operate at LOS A under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming the following improvements:

- **Construction of a northbound right-turn lane (150-foot storage, 100-foot taper)**

- **Construction of a southbound left-turn lane (150-foot storage, 100-foot taper)**

Deceleration lane analysis was conducted at this driveway, and the volume threshold for a right-turn deceleration lane was exceeded under this condition, and is recommended. A left-turn bay is recommended to be constructed with the Rundberg Lane extension for safety and ease of access for large trucks that will be entering the site.

#### *Rundberg Lane and Driveway B*

Driveway B will be constructed as the east leg of this intersection and operate as stop-controlled. Driveway B will be constructed with a minimum 30-foot cross section that provides one inbound and one outbound lane. The minor street approach (WB) will operate at LOS A under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming the **construction of a southbound left-turn lane (150-foot storage, 100-foot taper)**. Deceleration lane analysis was conducted at this driveway, and the volume threshold was not exceeded for a right-turn or left-turn deceleration lane. A left-turn bay is recommended to be constructed with the Rundberg Lane extension for safety and ease of access for large trucks that will be entering the site.

#### *Ferguson Lane and Rundberg Lane*

Ferguson Lane, east of Tuscan Way, will be reconfigured, and a new two-way stop controlled intersection will be constructed approximately 600 feet to the east of Tuscan Way. The northbound approach of Ferguson Lane will comprise the stop-controlled approach of this intersection and provide one left-turn/right-turn shared lane. The eastbound approach of Rundberg Lane will provide one through/right-turn shared lane, while the southbound approach will provide one left-turn lane and one through lane. The minor street approach (NB) will operate at LOS B under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods. **No additional improvements are recommended at this intersection as part of this study.**

#### *Ferguson Lane and Driveway C*

Driveway C will be constructed as the north leg of this intersection and operate as stop-controlled. Driveway C will be constructed with a minimum 30-foot cross section that provides one inbound and one outbound lane. The minor street approach (SB) will operate at LOS A under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods. **No additional improvements are recommended at this intersection as part of this study.** Deceleration lane analysis was conducted at this driveway, and the volume threshold was not exceeded for a right-turn or left-turn deceleration lane.

#### *Ferguson Lane and Driveway D*

Driveway D will be constructed as the north leg of this intersection and operate as stop-controlled. Driveway D will be constructed with a minimum 30-foot cross section that provides one inbound and one outbound lane. The minor street approach (SB) will operate at LOS A under 2023 site plus forecasted traffic conditions during both the AM and PM peak periods. **No additional improvements are recommended at this**

**intersection as part of this study.** Deceleration lane analysis was conducted at this driveway, and the volume threshold was not exceeded for a right-turn or left-turn deceleration lane.

## Intersection Sight Distance

As a part of this study, an evaluation of the intersection sight distance at all proposed driveways was performed. Sight distance requirements for passenger cars was based on the American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets (2011) (Ref.8). Sight distance was measured in the field where possible, and a summary of whether or not the required sight distance was available is documented in Table 5.

**Table 5. Intersection Sight Distance Study**

Driveway	Required Sight Distance (ft)	Available Sight Distance?	
		To Left	To Right
A	-	-	-
B	-	-	-
C	445	Yes*	Yes*
D	445	Yes*	Yes*

- Roadway does not currently exist; measurements could not be taken

\* Measurement taken from less than 18 feet from edge of pavement due to vegetation causing limited visibility.

The sight distances for Driveways C and D are currently limited by vegetation on the north side of Ferguson Lane. With the removal of certain bushes and trees, the sight distance is anticipated to exceed the minimum requirements as there are no horizontal or vertical curves in the roadway in the vicinity of Driveways C and D that would limit visibility. Sight distances could not be collected at Driveways A and B as the Rundberg Lane extension was not constructed during the time of data collection.





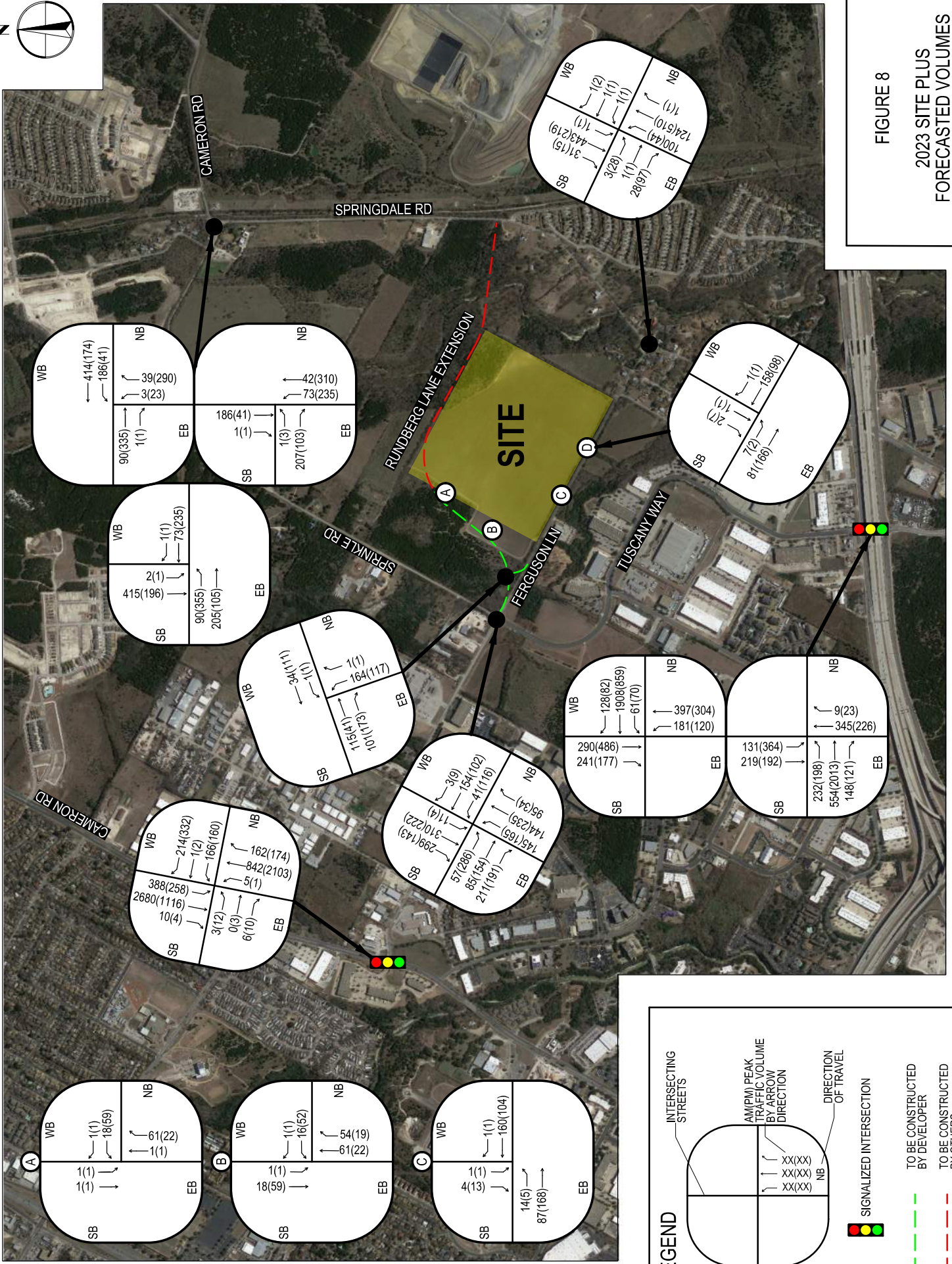
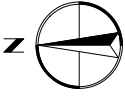


FIGURE 8

2023 SITE PLUS  
FORECASTED VOLUMES

**LEGEND**

INTERSECTING STREETS

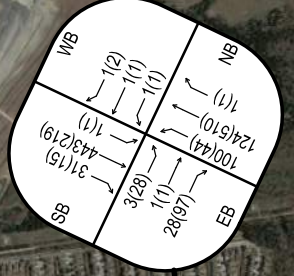
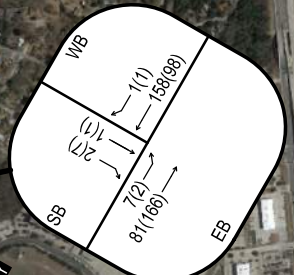
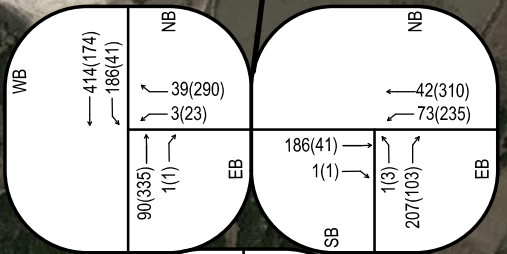
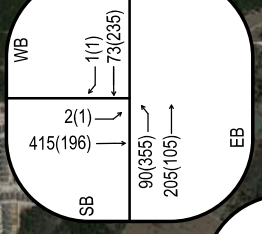
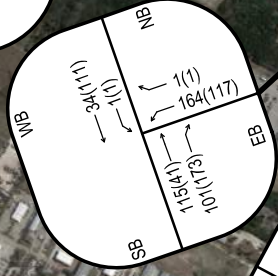
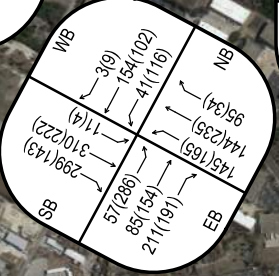
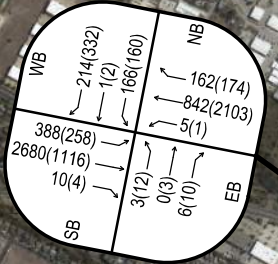
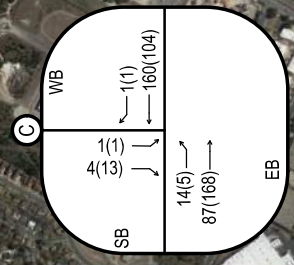
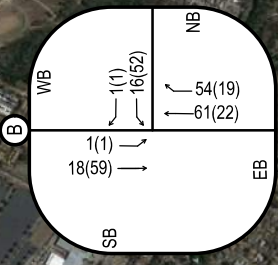
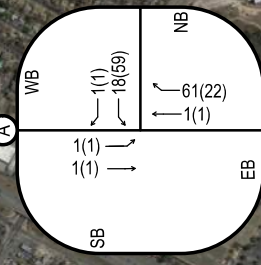
AM/PM PEAK TRAFFIC VOLUME BY ARROW DIRECTION

DIRECTION OF TRAVEL

SIGNALIZED INTERSECTION

TO BE CONSTRUCTED BY DEVELOPER

TO BE CONSTRUCTED BY OTHERS



## 2028 Forecasted (with and without) Site Generated Traffic

As per Travis County's requirements, the 2028 traffic conditions were also analyzed. The same calculated annual growth rate of two (2) percent was used to estimate the 2028 traffic volumes for the existing intersections. 2028 forecasted (with and without site) traffic volumes are shown in Figures 7 and 8, respectively. Brief descriptions of the intersections follow.

### *Tuscany Way and US 290 WB FR*

This intersection will operate at LOS E under 2028 forecasted (without site) traffic conditions during both the AM and PM peak periods. This intersection will continue to operate at LOS E under 2028 site plus forecasted traffic conditions during the AM and PM peak periods, assuming the following improvements:

- **Construction of a westbound right-turn lane (400-foot storage, 100-foot taper)**
- **Signal timing optimization**

It should be noted that the southbound approach and westbound left-turn movement of this intersection will operate unacceptably (delay and v/c ratio); however, no additional improvements are recommended as the impact of site traffic has been mitigated. Site traffic comprises approximately 3.5 and 5.4 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

### *Tuscany Way and US 290 EB FR*

This intersection will operate at LOS C and F under 2028 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively. This intersection will continue to operate at LOS C and F under 2028 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study.** It should be noted that the eastbound through/right-turn movements of this intersection will operate unacceptably (delay and v/c ratio); however, no improvements are recommended because the delay and V/C ratio increases less than ten percent from the 2028 forecasted (without site) traffic condition. Site traffic comprises approximately 3.5 and 2.0 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

### *Cameron Road and Ferguson Lane/Commercial Driveway*

This intersection will operate at LOS C under 2028 forecasted (without site) traffic conditions during both the AM and PM peak periods. This intersection will continue to operate at LOS C under 2028 site plus forecasted traffic conditions during both the AM and PM peak. **No improvements are recommended at this intersection as part of this study.** It should be noted that the westbound through movement of this intersection will operate unacceptably; however, no improvements are recommended because the delay increase is less than ten percent from the 2028 forecasted (without site) traffic condition. Impacts to the southbound left-turn movement are also not mitigated because the increase in delay and queue length is less than ten percent. Site traffic comprises

approximately 0.9 and 1.0 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Sprinkle Road/Tuscany Way and Ferguson Lane*

The intersection will operate at LOS F under 2028 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively. The intersection will operate at LOS D under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming **the previously mentioned improvements to install a signal and provide additional left-turn lanes for the southbound and eastbound approaches**. Site traffic comprises approximately 10.2 and 9.7 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Cameron Road (East) and Sprinkle Road*

The highest delay minor street approach (SB) will operate at LOS A under 2028 forecasted (without site) traffic conditions during both the AM and PM peak periods. The minor street approach (SB) will continue to operate at LOS A under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods. **No improvements are recommended at this intersection as part of this study**. Site traffic comprises approximately 1.0 and 0.9 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Springdale Road and Cameron Road (East)*

The highest delay minor street approach (NB) will operate at LOS B and D under 2028 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively. The minor street approach (NB) will continue to operate at LOS B and D under 2028 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study**. Site traffic comprises approximately 1.1 and 0.9 percent of total traffic at this intersection during the AM and PM peak periods, respectively.

#### *Springdale Road and Sprinkle Road*

The highest delay minor street approach (EB) will operate at LOS B and A under 2028 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively. The minor street approach (NB) will continue to operate at LOS B and A under 2028 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. **No improvements are recommended at this intersection as part of this study**. Site traffic comprises approximately 0.0 percent of total traffic at this intersection during both the AM and PM peak periods.

#### *Springdale Road and Ferguson Lane*

The highest delay minor street approach (NB) will operate at LOS B under 2028 forecasted (without site) traffic conditions during both the AM and PM peak periods. The minor street approach (NB) will continue to operate at LOS B under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods. **No improvements are recommended at this intersection as part of this study**. No site traffic was assumed to be routed through this intersection due to the nature of the trips

generated by the proposed land use and prohibition of heavy vehicles on Ferguson Lane, east of Tuscany Way.

#### *Rundberg Lane and Driveway A*

The minor street approach (WB) will operate at LOS A under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming ***the previously mentioned improvements to construct a northbound right-turn and southbound left-turn deceleration lane***. Deceleration lane analysis was conducted at this driveway, and the volume threshold for a right-turn deceleration lane was exceeded under this condition, and is recommended. A left-turn bay is also recommended to be constructed with the Rundberg Lane extension for safety and ease of access for large trucks that will be entering the site.

#### *Rundberg Lane and Driveway B*

The minor street approach (WB) will operate at LOS A under 2028 site plus forecasted traffic conditions during both the AM and PM peak, assuming ***the previously mentioned improvement to construct a southbound left-turn lane***. Deceleration lane analysis was conducted at this driveway, and the volume threshold was not exceeded for a right-turn or left-turn deceleration lane. A left-turn bay is recommended to be constructed with the Rundberg Lane extension for safety and ease of access for large trucks that will be entering the site.

#### *Ferguson Lane and Rundberg Lane*

The minor street approach (NB) will operate at LOS B under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods. ***No additional improvements are recommended at this intersection as part of this study.***

#### *Ferguson Lane and Driveway C*

The minor street approach (SB) will operate at LOS A under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods. ***No additional improvements are recommended at this intersection as part of this study.*** Deceleration lane analysis was conducted at this driveway, and the volume threshold was not exceeded for a right-turn or left-turn deceleration lane.

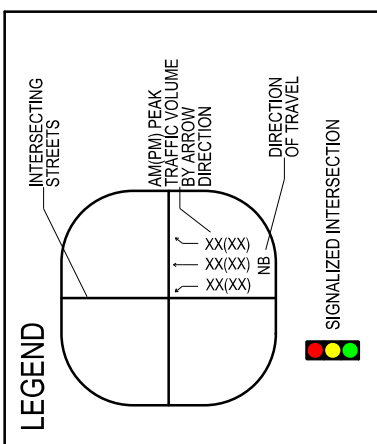
#### *Ferguson Lane and Driveway D*

The minor street approach (SB) will operate at LOS A under 2028 site plus forecasted traffic conditions during both the AM and PM peak periods. ***No additional improvements are recommended at this intersection as part of this study.*** Deceleration lane analysis was conducted at this driveway, and the volume threshold was not exceeded for a right-turn or left-turn deceleration lane.



FIGURE 9

2028 FORECASTED VOLUMES



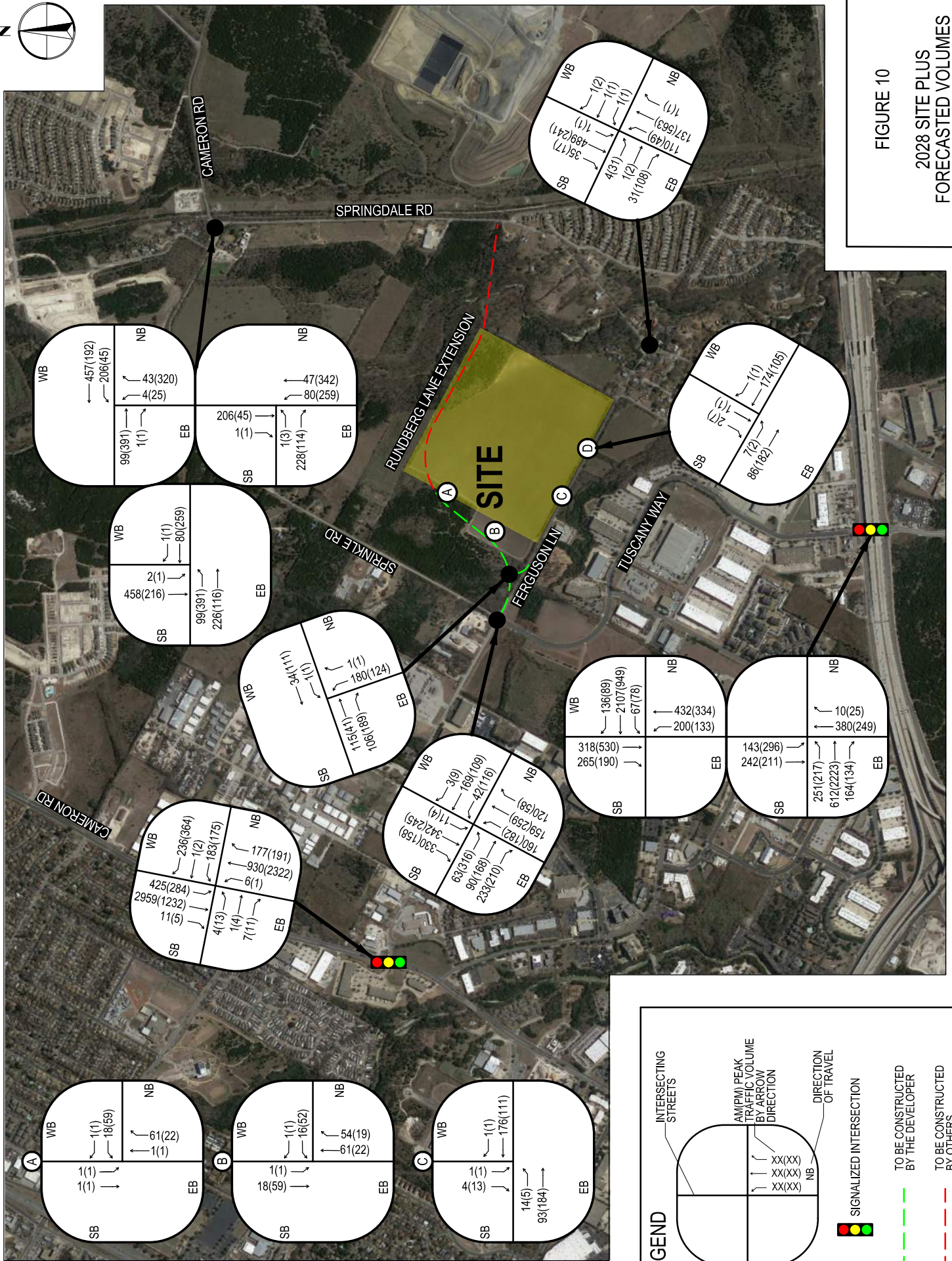


FIGURE 10

2028 SITE PLUS FORECASTED VOLUMES

## Roadway-Sizing Analysis

As part of this study, 24-hour projected volumes were analyzed on Ferguson Lane and Rundberg Lane under 2023 and 2028 site plus forecasted traffic conditions in order to determine the development's impact to the roadway size. Road sizing is based on the criteria provided by the City of Austin, as shown in Table 6, and road type is based on the functional characteristics described in the City of Austin Transportation Criteria Manual (Ref. 9). Analysis results are summarized in Table 7. This information is intended to give high-level analysis of the likely roadway needs given the project information available to date.

**Table 6. Road-Sizing Criteria**

Number of Lanes	Max ADT
2	10,000
3	20,000
4 (divided)	40,000
6 (divided)	40,000+

**Table 7. Roadway-Sizing Analysis**

Condition	Roadway	2023 Site + Forecasted			2028 Site + Forecasted		
		ADT*	# Lanes	Road Type	ADT*	# Lanes	Road Type
Existing	Ferguson Lane – Wall Street to Sprinkle Road/Tuscany Way	10,397	3	Major Arterial**	11,421	3	Major Arterial**
	Ferguson Lane – Rundberg Lane to Springdale Road	2,904	2	Minor Arterial	3,131	2	Minor Arterial
Proposed	Rundberg Lane – Sprinkle Road/Tuscany Way to 2,050 feet east of Sprinkle Road/Tuscany Way	4,417	2	Major Arterial**	4,644	2	Major Arterial**
	Parnell Drive, east of Rundberg Lane	801	2	Commercial Collector	801	2	Commercial Collector

\* K-factor of 0.1 used to determine ADT

\*\* Roadway ADT also falls in range of Minor Arterial classification, but shown as Major Arterial in 2040 CAMPO Plan

The existing sections of Ferguson Lane are appropriately sized to handle the volume of traffic expected upon completion of this site. The proposed roadways to be constructed with this project – Rundberg Lane and Parnell Drive – should be constructed as two-lane roadways in order to accommodate the anticipated traffic volume in 2023 and 2028.

# Summary and Recommendations

Intersection LOS and delay results for 2019 existing, 2023 forecasted (with and without site), and 2028 forecasted (with and without site) traffic conditions are presented in Tables 8 and 9. Table 10 provides a summary of all the recommended improvements to mitigate the impacts of site traffic.

**Table 8. Overall Approach Level of Service and Delay (sec/veh) – Signalized and All-Way Stop Intersections**

Intersection	2019 Existing		2023 Forecasted		2023 Site + Forecasted w/o Improvements		2023 Site + Forecasted with Improvements		2028 Forecasted		2028 Site + Forecasted w/o Improvements		2028 Site + Forecasted with Improvements	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Overall LOS and delay is reported for all signalized intersections and all-way-stop-controlled intersections.														
Tuscany Way and US 290 WB FR	D (35.8)	D (38.5)	D (48.0)	D (45.8)	D (53.7)	E (64.1)	N/A	N/A	E (76.4)	E (62.0)	F (84.6)	F (80.2)	E (61.2)	E (57.8)
Tuscany Way and US 290 EB FR	C (32.6)	F (106.3)	C (33.3)	F (133.3)	C (33.9)	F (130.7)	N/A	N/A	C (34.0)	F (173.0)	D (35.3)	F (169.9)	C (34.3)	F (179.0)
Cameron Road and Ferguson Lane/Commercial Driveway	B (16.2)	C (24.1)	B (19.2)	C (26.9)	C (20.2)	C (28.3)	N/A	N/A	C (23.7)	C (32.3)	C (24.8)	C (34.5)	N/A	N/A
Sprinkle Road/Tuscany Way and Ferguson Lane/Rundberg Lane Extension	E (49.1)	E (44.2)	F (53.1)	F (70.2)	F (104.5)	F (96.4)	C (26.3)	C (33.1)	F (128.1)	F (103.1)	F (145.1)	F (127.8)	D (35.9)	D (38.5)

N/A – No improvements recommended under this condition



**Table 9. Highest Delay Minor Street Approach Level of Service and Delay (sec/veh) – Unsignalized Intersections**

Intersection	2019 Existing		2023 Forecasted		2023 Site + Forecasted w/o Improvements		2023 Site + Forecasted with Improvements		2028 Forecasted		2028 Site + Forecasted w/o Improvements		2028 Site + Forecasted with Improvements	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Sprinkle Road and Cameron Road (East)	A (0.0) SB	A (0.0) SB	A (0.0) SB	A (0.0) SB	A (0.0) SB	A (0.0) SB	N/A	N/A	A (0.0) SB	A (0.0) SB	A (0.0) SB	A (0.0) SB	N/A	N/A
Springdale Road and Cameron Road (East)	A (9.8) NB	B (10.3) NB	B (10.0) NB	C (22.4) NB	B (10.0) NB	C (22.9) NB	N/A	N/A	B (10.6) NB	D (31.0) NB	B (10.7) NB	D (32.2) NB	N/A	N/A
Springdale Road and Sprinkle Road	B (10.8) EB	A (9.3) EB	B (11.5) EB	A (9.4) EB	B (11.5) EB	A (9.4) EB	N/A	N/A	B (11.7) EB	A (9.7) EB	B (12.2) EB	A (9.7) EB	N/A	N/A
Springdale Road and Ferguson Lane	B (10.4) SB	A (9.7) NB	B (11.6) SB	B (10.7) NB	B (11.6) SB	B (10.7) NB	N/A	N/A	B (13.6) SB	B (12.3) NB	B (13.6) SB	B (12.3) NB	N/A	N/A
Rundberg Lane Extension and Driveway A	-	-	-	-	A (8.6) WB	A (8.8) WB	N/A	N/A	-	-	A (8.6) WB	A (8.8) WB	N/A	N/A
Rundberg Lane Extension and Driveway B	-	-	-	-	A (9.2) WB	A (9.3) WB	N/A	N/A	-	-	A (9.2) WB	A (9.3) WB	N/A	N/A
Ferguson Lane and Rundberg Lane	-	-	-	-	B (11.1) NB	B (11.3) NB	N/A	N/A	-	-	B (11.3) NB	B (11.5) NB	N/A	N/A
Driveway C and Ferguson Lane	-	-	-	-	A (9.4) SB	A (9.0) SB	N/A	N/A	-	-	A (9.4) SB	A (9.1) SB	N/A	N/A
Driveway D and Ferguson Lane	-	-	-	-	A (9.5) SB	A (9.0) SB	N/A	N/A	-	-	A (9.6) SB	A (9.1) SB	N/A	N/A

- Intersection does not exist under this condition  
 N/A – No improvements recommended under this condition

**Table 10. Summary of Recommended Improvements**

Year	Intersection	Recommendations	% Site Traffic
2023	Sprinkle Road/Tuscany Way and Ferguson Lane/ Rundberg Lane Extension	Installation of a traffic signal when warrants are met in the field	11.1
		Construction of a southbound left-turn lane (100-foot storage, 50-foot taper)	64.2
		Construction of an eastbound left-turn lane (140-foot storage, 300-foot taper)	0.0
	Rundberg Lane Extension and Driveway A	Construction of a northbound right-turn deceleration lane (150-foot storage, 100-foot taper)	100
		Construction of a southbound left-turn lane (150-foot storage, 100-foot taper)	
Rundberg Lane Extension and Driveway B	Construction of a southbound left-turn lane (150-foot storage, 100-foot taper)	100	
2028	Tuscany Way and US 290 WB FR	Construction of a westbound right turn lane (400-foot storage, 100-foot taper)	34.8



80



FIGURE 11  
RECOMMENDED  
IMPROVEMENTS



FIGURE 12  
RECOMMENDED  
IMPROVEMENTS

Table 11. 2023 Intersection Analysis Results for AM Peak

Intersection	AM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
<b>Tuscany Way &amp; US 290 WB FR</b>	<b>Signal</b>	<b>35.8</b>	<b>D</b>				<b>48.0</b>	<b>D</b>				<b>53.7</b>	<b>D</b>				<b>Signal</b>	<b>53.7</b>	<b>D</b>			
WB left		61.1	E	94	540	0.31	64.0	E	102	540	0.38	64.6	E	102	540	0.40		64.6	E	102	540	0.40
WB through/right		43.2	D	686	N/A	0.91	61.5	E	793	N/A	1.01	71.0	E	826	N/A	1.05		71.0	E	826	N/A	1.05
NB left		3.7	A	2	N/A	0.37	4.1	A	2	N/A	0.40	3.9	A	2	N/A	0.40		3.9	A	2	N/A	0.40
NB through		4.5	A	7	N/A	0.31	4.5	A	8	N/A	0.34	4.4	A	7	N/A	0.39		4.4	A	7	N/A	0.39
SB through/right		39.4	D	198	N/A	0.68	42.7	D	226	N/A	0.73	45.1	D	243	N/A	0.77		45.1	D	243	N/A	0.77
<b>Tuscany Way &amp; US 290 EB FR</b>	<b>Signal</b>	<b>32.6</b>	<b>D</b>				<b>33.3</b>	<b>C</b>				<b>33.9</b>	<b>C</b>				<b>Signal</b>	<b>33.9</b>	<b>C</b>			
EB left		54.0	D	110	645	0.42	55.3	E	124	645	0.49	57.9	E	148	645	0.59		57.9	E	148	645	0.59
EB through/right		33.6	C	199	N/A	0.49	34.5	C	218	N/A	0.53	34.5	C	218	N/A	0.53		34.5	C	218	N/A	0.53
NB through/right		45.4	D	123	N/A	0.35	45.6	D	132	N/A	0.37	45.6	D	135	N/A	0.38		45.6	D	135	N/A	0.38
SB left		4.2	A	14	N/A	0.14	3.9	A	10	N/A	0.15	4.0	A	12	N/A	0.16		4.0	A	12	N/A	0.16
SB left/through		4.0	A	15	N/A	0.14	3.5	A	13	N/A	0.15	3.6	A	15	N/A	0.16		3.6	A	15	N/A	0.16
<b>Cameron Rd &amp; Private Drwy/Ferguson Ln</b>	<b>Signal</b>	<b>16.2</b>	<b>B</b>				<b>19.2</b>	<b>B</b>				<b>20.2</b>	<b>C</b>				<b>Signal</b>	<b>20.2</b>	<b>C</b>			
EB left/through		49.5	D	14	N/A	0.02	49.5	D	14	N/A	0.03	49.5	D	14	N/A	0.03		49.5	D	14	N/A	0.03
EB right		0.2	A	0	N/A	0.03	0.2	A	0	N/A	0.03	0.2	A	0	N/A	0.03		0.2	A	0	N/A	0.03
WB left/through		121.9	F	273	N/A	0.99	143.4	F	307	N/A	1.08	151.2	F	315	N/A	1.11		151.2	F	315	N/A	1.11
WB right		20.1	C	122	180	0.41	22.9	C	146	180	0.43	22.6	C	151	180	0.43		22.6	C	151	180	0.43
NB left		3.6	A	4	200	0.03	3.6	A	4	200	0.03	3.6	A	4	200	0.03		3.6	A	4	200	0.03
NB through/right		13.4	B	200	N/A	0.36	15.7	B	234	N/A	0.41	16.5	B	237	N/A	0.42		16.5	B	237	N/A	0.42
SB left		16.0	B	144	215	0.71	24.3	C	216	215	0.78	28.6	C	251	215	0.81		28.6	C	251	215	0.81
SB through/right		9.8	A	563	N/A	0.67	10.9	B	665	N/A	0.73	10.9	B	665	N/A	0.73		10.9	B	665	N/A	0.73
<b>Tuscany Way/Sprinkle Rd &amp; Ferguson Ln</b>	<b>All-Way Stop</b>	<b>49.1</b>	<b>E</b>				<b>87.5</b>	<b>F</b>				<b>104.5</b>	<b>F</b>				<b>Signal</b>	<b>26.3</b>	<b>C</b>			
EB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		23.2	C	52	140	0.21

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
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Table 11. 2023 Intersection Analysis Results for AM Peak

Intersection	AM Peak																						
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)						
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	
EB left/through	Stop	13.0	B	0.8	N/A	0.22	15.1	C	1.0	N/A	0.29	18.0	C	1.6	N/A	0.40		~	~	~	~	~	
EB through/right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		32.2	C	219	N/A	0.75	
EB right	Stop	14.3	B	1.8	140	0.40	17.4	C	2.3	140	0.50	19.6	C	2.6	140	0.54		~	~	~	~	~	
WB left		~	~	~	~	~	~	~	~	~	~	14.7	B	0.5	150	0.16		23.6	C	39	150	0.23	
WB left/through	Stop	16.1	C	1.9	N/A	0.42	20.4	C	2.6	N/A	0.54	~	~	~	~	~		~	~	~	~	~	
WB through/right		~	~	~	~	~	~	~	~	~	~	22.6	C	2.9	N/A	0.58		39.3	D	145	N/A	0.62	
WB right	Stop	10.1	B	0.0	120	0.00	11.1	B	0.0	120	0.00	~	~	~	~	~		~	~	~	~	~	
NB left	Stop	14.8	B	1.4	N/A	0.34	16.8	C	1.7	N/A	0.41	18.4	C	1.9	N/A	0.44		14.9	B	70	N/A	0.53	
NB through/right	Stop	10.9	B	0.3	N/A	0.09	16.5	C	2.0	N/A	0.44	~	~	~	~	~		~	~	~	~	~	
NB through		~	~	~	~	~	~	~	~	~	~	26.5	D	4.6	N/A	0.72		9.7	A	141	N/A	0.30	
SB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		8.5	A	10	100	0.02	
SB left/through/right	Stop	87.9	F	18.3	N/A	1.09	183.5	F	29.2	N/A	1.30	~	~	~	~	~		~	~	~	~	~	
SB through/right		~	~	~	~	~	~	~	~	~	~	241.6	F	33.9	N/A	1.45		30.6	C	506	N/A	0.85	
<b>Sprinkle Rd &amp; Cameron Rd (East)</b>	<b>Yield</b>	<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>				<b>Yield</b>	<b>0.0</b>	<b>A</b>				
EB left/through	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Free	N/A	N/A	N/A	N/A	N/A
WB through/right	Yield	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00		Yield	0.0	A	0.0	N/A	0.00
SB left/right	Yield	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00		Yield	0.0	A	0.0	N/A	0.00
<b>Springdale Rd &amp; Cameron Rd (East)</b>	<b>Two-Way Stop</b>	<b>2.6</b>	<b>A</b>				<b>2.6</b>	<b>A</b>				<b>2.6</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>2.6</b>	<b>A</b>				
EB through/right	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Free	N/A	N/A	N/A	N/A	N/A
WB left/through	Yield	7.7	A	0.4	N/A	0.13	7.8	A	0.5	N/A	0.14	7.8	A	0.5	N/A	0.14		Yield	7.8	A	0.5	N/A	0.14
NB left/right	Stop	9.8	A	0.2	N/A	0.06	10.0	B	0.2	N/A	0.06	10.0	B	0.2	N/A	0.06		Stop	10.0	B	0.2	N/A	0.06
<b>Springdale Rd &amp; Sprinkle Rd</b>	<b>Yield</b>	<b>5.6</b>	<b>A</b>				<b>5.7</b>	<b>A</b>				<b>5.7</b>	<b>A</b>				<b>Yield</b>	<b>5.7</b>	<b>A</b>				
EB left/right	Yield	10.8	B	27	250	.27		11.5	B	33	N/A		11.5	B	33	N/A		Yield		11.5	B	33	N/A

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Table 11. 2023 Intersection Analysis Results for AM Peak

Intersection	AM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
NB left/through	Yield	0.5	A	4	N/A	0.06	5.2	A	6	N/A	0.07	5.2	A	6	N/A	0.07	Yield	5.2	A	6	N/A	0.07
SB through/right	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Springdale Rd &amp; Ferguson Ln</b>	<b>Roundabout</b>	<b>6.3</b>	<b>A</b>				<b>6.8</b>	<b>A</b>				<b>6.8</b>	<b>A</b>				<b>Roundabout</b>	<b>6.8</b>	<b>A</b>			
EB left/through/right		5.1	A	N/A	N/A	0.07	5.4	A	N/A	N/A	0.07	5.4	A	N/A	N/A	0.07		5.4	A	N/A	N/A	0.07
WB left/through/right		3.4	A	N/A	N/A	0.01	3.5	A	N/A	N/A	0.01	3.5	A	N/A	N/A	0.01		3.5	A	N/A	N/A	0.01
NB left/through/right		4.1	A	1.0	N/A	0.18	4.2	A	1.0	N/A	0.18	4.2	A	1.0	N/A	0.18		4.2	A	1.0	N/A	0.18
SB left/through/right		7.5	A	2.0	N/A	0.44	8.1	A	3.0	N/A	0.48	8.1	A	3.0	N/A	0.48		8.1	A	3.0	N/A	0.48
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway A</b>	~	~	~				~	~				<b>2.1</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>2.1</b>	<b>A</b>			
WB left		~	~	~	~	~	~	~	~	~	~	8.6	A	0.1	N/A	0.02	Stop	8.6	A	0.1	N/A	0.02
WB right		~	~	~	~	~	~	~	~	~	~	8.3	A	0.0	N/A	0.00	Stop	8.3	A	0.0	N/A	0.00
NB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
NB right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	150	N/A	Free	N/A	N/A	N/A	150	N/A
SB left		~	~	~	~	~	~	~	~	~	~	7.3	A	0.0	150	0.00	Yield	7.3	A	0.0	150	0.00
SB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway B</b>	~	~	~				~	~				<b>1.1</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>1.1</b>	<b>A</b>			
WB left/right		~	~	~	~	~	~	~	~	~	~	9.2	A	0.1	N/A	0.02	Stop	9.2	A	0.1	N/A	0.02
NB through/right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left		~	~	~	~	~	~	~	~	~	~	7.5	A	0.0	150	0.00	Yield	7.5	A	0.0	150	0.00
SB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
<b>Ferguson Ln &amp; Rundberg Ln Extension</b>	~	~	~	~	~	~	~	~	~	~	~	<b>4.4</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>4.4</b>	<b>A</b>			
EB through/right		~	~				~	~				N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB left		~	~	~	~	~	~	~	~	~	~	7.7	A	0.0	150	0.00	Yield	7.7	A	0.0	150	0.00

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

**Table 11. 2023 Intersection Analysis Results for AM Peak**

Intersection	AM Peak																				
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)				
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length
WB through		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
NB left/right		~	~	~	~	~	~	~	~	~	11.1	B	0.9	N/A	0.23	Stop	11.1	B	0.9	N/A	0.23
<b>Ferguson Ln &amp; Driveway C</b>	~	~	~			~	~				<b>0.6</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>0.6</b>	<b>A</b>			
EB left/through		~	~	~	~	~	~	~	~	~	7.6	A	0.0	N/A	0.01	Yield	7.6	A	0.0	N/A	0.01
WB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left/right		~	~	~	~	~	~	~	~	~	9.4	A	0.0	N/A	0.01	Stop	9.4	A	0.0	N/A	0.01
<b>Ferguson Ln &amp; Driveway D</b>	~	~	~			~	~				<b>0.3</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>0.3</b>	<b>A</b>			
EB left/through		~	~	~	~	~	~	~	~	~	7.6	A	0.0	N/A	0.00	Yield	7.6	A	0.0	N/A	0.00
WB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left/right		~	~	~	~	~	~	~	~	~	9.5	A	0.0	N/A	0.00	Stop	9.5	A	0.0	N/A	0.00

**Table 12. 2023 Intersection Analysis Results for PM Peak**

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
<b>Tuscany Way &amp; US 290 WB FR</b>	<b>Signal</b>	<b>38.5</b>	<b>D</b>			<b>45.8</b>	<b>D</b>				<b>64.1</b>	<b>E</b>				<b>Signal</b>	<b>64.1</b>	<b>E</b>				
WB left		77.8	E	118	540	0.53	82.5	F	133	540	0.60	82.5	F	133	540	0.60		82.5	F	133	540	0.60
WB through/right		32.0	C	271	N/A	0.48	33.0	C	298	N/A	0.52	33.1	C	304	N/A	0.53		33.1	C	304	N/A	0.53
NB left		3.4	A	1	N/A	0.27	3.4	A	1	N/A	0.29	3.4	A	1	N/A	0.28		3.4	A	1	N/A	0.28
NB through		4.7	A	5	N/A	0.28	4.6	A	5	N/A	0.31	4.6	A	5	N/A	0.32		4.6	A	5	N/A	0.32
SB through/right		64.8	E	304	N/A	0.88	84.2	F	350	N/A	1.00	131.4	F	461	N/A	1.16		131.4	F	461	N/A	1.16

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
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Table 12. 2023 Intersection Analysis Results for PM Peak

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
<b>Tuscany Way &amp; US 290 EB FR</b>	<b>Signal</b>	<b>106.3</b>	<b>F</b>				<b>133.3</b>	<b>F</b>				<b>130.7</b>	<b>F</b>				<b>Signal</b>	<b>130.7</b>	<b>F</b>			
EB left		57.2	E	113	645	0.37	58.0	E	124	645	0.41	58.5	E	132	645	0.44		58.5	E	132	645	0.44
EB through/right		145.4	F	945	N/A	1.22	186.5	F	1062	N/A	1.32	186.5	F	1062	N/A	1.32		186.5	F	1062	N/A	1.32
NB through/right		48.7	D	97	N/A	0.31	49.4	D	105	N/A	0.33	49.4	D	106	N/A	0.34		49.4	D	106	N/A	0.34
SB left		1.9	A	2	N/A	0.24	1.9	A	3	N/A	0.27	1.9	A	3	N/A	0.31		1.9	A	3	N/A	0.31
SB left/through		1.2	A	2	N/A	0.21	1.2	A	2	N/A	0.24	1.4	A	3	N/A	0.26		1.4	A	3	N/A	0.26
<b>Cameron Rd &amp; Private Drwy/Ferguson Ln</b>	<b>Signal</b>	<b>24.1</b>	<b>C</b>				<b>26.9</b>	<b>C</b>				<b>28.3</b>	<b>C</b>				<b>Signal</b>	<b>28.3</b>	<b>C</b>			
EB left/through		45.4	D	29	N/A	0.09	44.9	D	31	N/A	0.10	44.1	D	31	N/A	0.09		44.1	D	31	N/A	0.09
EB right		0.3	A	0	N/A	0.04	0.3	A	0	N/A	0.05	0.3	A	0	N/A	0.04		0.3	A	0	N/A	0.04
WB left/through		80.1	F	186	N/A	0.80	82.4	F	206	N/A	0.83	83.4	F	223	N/A	0.85		83.4	F	223	N/A	0.85
WB right		40.4	D	271	180	0.65	40.2	D	305	180	0.67	40.6	D	330	180	0.70		40.6	D	330	180	0.70
NB left		5.0	A	2	200	0.00	5.0	A	2	200	0.00	5.0	A	2	200	0.00		5.0	A	2	200	0.00
NB through/right		22.0	C	614	N/A	0.73	26.2	C	708	N/A	0.81	27.5	C	710	N/A	0.83		27.5	C	710	N/A	0.83
SB left		63.1	E	265	215	0.85	67.5	E	307	215	0.88	70.1	E	320	215	0.90		70.1	E	320	215	0.90
SB through/right		6.3	A	171	N/A	0.28	6.8	A	187	N/A	0.31	7.2	A	187	N/A	0.31		7.2	A	187	N/A	0.31
<b>Tuscany Way/Sprinkle Rd &amp; Ferguson Ln</b>	<b>All-Way Stop</b>	<b>44.2</b>	<b>E</b>				<b>70.2</b>	<b>F</b>				<b>96.4</b>	<b>F</b>				<b>Signal</b>	<b>33.1</b>	<b>C</b>			
EB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		26.3	C	192	140	0.69
EB left/through	Stop	87.0	F	14.7	N/A	1.04	147.4	F	20.2	N/A	1.24	213.1	F	24.4	N/A	1.41		~	~	~	~	~
EB through/right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		42.9	D	296	N/A	0.85
EB right	Stop	14.8	B	2.0	140	0.41	17.7	C	2.6	140	0.49	21.5	C	3.0	140	0.56		~	~	~	~	~
WB left		~	~	~	~	~	~	~	~	~	~	26.6	D	3.1	150	0.59		31.7	C	73	150	0.69
WB left/through	Stop	15.2	C	1.0	N/A	0.26	20.3	C	2.1	N/A	0.44	~	~	~	~	~		~	~	~	~	~
WB through/right		~	~	~	~	~	~	~	~	~	~	23.2	C	2.6	N/A	0.54		40.3	D	103	N/A	0.58

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Table 12. 2023 Intersection Analysis Results for PM Peak

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
WB right	Stop	11.4	B	0.0	120	0.00	12.1	B	0.0	120	0.01	~	~	~	~	~		~	~	~	~	~
NB left	Stop	18.4	C	2.2	N/A	0.46	22.1	C	2.8	N/A	0.54	25.9	D	3.2	N/A	0.60		24.7	C	100	N/A	0.63
NB through/right	Stop	24.1	C	4.2	N/A	0.64	34.4	D	6.1	N/A	0.79	60.1	F	9.2	N/A	0.99		19.9	B	214	N/A	0.46
SB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		13.0	B	7	100	0.01
SB left/through/right	Stop	43.7	E	8.8	N/A	0.88	75.3	F	12.5	N/A	1.04	121.0	F	15.8	N/A	1.19		~	~	~	~	~
SB through/right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		41.6	D	287	N/A	0.84
<b>Sprinkle Rd &amp; Cameron Rd (East)</b>	<b>Free</b>	<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>				<b>Free</b>	<b>0.0</b>	<b>A</b>			
EB left/through	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB through/right	Yield	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	Yield	0.0	A	0.0	N/A	0.00
SB left/right	Yield	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	Yield	0.0	A	0.0	N/A	0.00
<b>Springdale Rd &amp; Cameron Rd (East)</b>	<b>Two-Way Stop</b>	<b>6.7</b>	<b>A</b>				<b>8.4</b>	<b>A</b>				<b>8.5</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>8.5</b>	<b>A</b>			
EB through/right	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB left/through	Yield	7.3	A	0.1	N/A	0.03	8.4	A	0.1	N/A	0.04	8.4	A	0.1	N/A	0.04	Yield	8.4	A	0.1	N/A	0.04
NB left/right	Stop	10.3	B	1.6	N/A	0.35	22.4	C	4.9	N/A	0.66	22.9	C	5.1	N/A	0.67	Stop	22.9	C	5.1	N/A	0.67
<b>Springdale Rd &amp; Sprinkle Rd</b>	<b>Yield</b>	<b>4.7</b>	<b>A</b>				<b>4.8</b>	<b>A</b>				<b>4.8</b>	<b>A</b>				<b>Yield</b>	<b>4.8</b>	<b>A</b>			
EB left/right	Yield	9.3	A	9	N/A	0.11	9.4	A	10.0	N/A	N/A	9.4	A	10.0	N/A	<b>0.12</b>	<b>Yield</b>	9.4	A	10.0	N/A	<b>0.12</b>
NB left/through	Yield	4.2	A	15	N/A	0.17	1.8	A	16.0	N/A	N/A	4.4	A	16.0	N/A	0.18	Free	4.4	A	16.0	N/A	0.18
SB through/right	Free	0.0	A	0.0	N/A	0.03	0.0	A	0.0	N/A	0.03	0.0	A	0.0	N/A	0.03	Free	0.0	A	0.0	N/A	0.03
<b>Springdale Rd &amp; Ferguson Ln</b>	<b>Roundabout</b>	<b>6.0</b>	<b>A</b>				<b>6.4</b>	<b>A</b>				<b>6.4</b>	<b>A</b>				<b>Roundabout</b>	<b>6.4</b>	<b>A</b>			
EB left/through/right		4.8	A	1.0	N/A	0.15	5.0	A	1.0	N/A	0.17	5.0	A	1.0	N/A	0.17		5.0	A	1.0	N/A	0.17
WB left/through/right		5.1	A	N/A	N/A	0.02	5.4	A	N/A	N/A	0.02	5.4	A	N/A	N/A	0.02		5.4	A	N/A	N/A	0.02
NB left/through/right		7.0	A	3.0	N/A	0.43	7.5	A	3.0	N/A	0.47	7.5	A	3.0	N/A	0.47		7.5	A	3.0	N/A	0.47

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
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Table 12. 2023 Intersection Analysis Results for PM Peak

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
SB left/through/right		4.6	A	1.0	N/A	0.21	4.8	A	1.0	N/A	0.23	4.8	A	1.0	N/A	0.23		4.8	A	1.0	N/A	0.23
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway A</b>	~	~										<b>6.3</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>6.3</b>	<b>A</b>			
WB left		~	~	~	~	~	~	~	~	~	~	8.8	A	0.2	N/A	0.06	Stop	8.8	A	0.2	N/A	0.06
WB right		~	~	~	~	~	~	~	~	~	~	8.3	A	0.0	N/A	0.00	Stop	8.3	A	0.0	N/A	0.00
NB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
NB right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	150	N/A	Free	N/A	N/A	N/A	150	N/A
SB left		~	~	~	~	~	~	~	~	~	~	7.3	A	0.0	150	0.00	Yield	7.3	A	0.0	150	0.00
SB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway B</b>	~	~										<b>3.2</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>3.2</b>	<b>A</b>			
WB left/right		~	~	~	~	~	~	~	~	~	~	9.3	A	0.2	N/A	0.06	Stop	9.3	A	0.2	N/A	0.06
NB through/right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left		~	~	~	~	~	~	~	~	~	~	7.3	A	0.0	150	0.00	Yield	7.3	A	0.0	150	0.00
SB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
<b>Ferguson Ln &amp; Rundberg Ln Extension</b>	~	~										<b>3.2</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>3.2</b>	<b>A</b>			
EB through/right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB left		~	~	~	~	~	~	~	~	~	~	7.8	A	0.0	150	0.00	Yield	7.8	A	0.0	150	0.00
WB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
NB left/right		~	~	~	~	~	~	~	~	~	~	11.3	B	0.8	N/A	0.20	Stop	11.3	B	0.8	N/A	0.20
<b>Ferguson Ln &amp; Driveway C</b>	~	~										<b>0.6</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>0.6</b>	<b>A</b>			
EB left/through		~	~	~	~	~	~	~	~	~	~	7.5	A	0.0	N/A	0.00	Yield	7.5	A	0.0	N/A	0.00
WB through/right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

**Table 12. 2023 Intersection Analysis Results for PM Peak**

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2023 Forecasted (without site)					2023 Site + Forecasted (No Improvements)					2023 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
SB left/right		~	~	~	~	~	~	~	~	~	9.0	A	0.1	N/A	0.02	Stop	9.0	A	0.1	N/A	0.02	
<b>Ferguson Ln &amp; Driveway D</b>	~	~									<b>0.3</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>0.3</b>	<b>A</b>				
EB left/through		~	~	~	~	~	~	~	~	~	7.4	A	0.0	N/A	0.00	Yield	7.4	A	0.0	N/A	0.00	
WB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
SB left/right		~	~	~	~	~	~	~	~	~	9.0	A	0.0	N/A	0.01	Stop	9.0	A	0.0	N/A	0.01	

**Table 13. 2028 Intersection Analysis Results for AM Peak**

Intersection	AM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
<b>Tuscany Way &amp; US 290 WB FR</b>	<b>Signal</b>	<b>35.8</b>	<b>D</b>			<b>76.4</b>	<b>E</b>				<b>84.6</b>	<b>F</b>				<b>Signal</b>	<b>61.2</b>	<b>E</b>				
WB left		61.1	E	94	540	0.31	67.0	E	109	540	0.45	67.7	E	109	540	0.46		66.4	E	109	540	0.46
WB through/right		43.2	D	686	N/A	0.91	104.9	F	931	N/A	1.14	118.7	F	964	N/A	1.17		~	~	~	~	~
WB through		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		86.0	F	855	N/A	1.09
WB right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		0.7	A	0	400	0.21
NB left		3.7	A	2	N/A	0.37	4.4	A	2	N/A	0.44	4.2	A	2	N/A	0.44		4.4	A	2	N/A	0.44
NB through		4.5	A	7	N/A	0.31	4.4	A	8	N/A	0.38	4.4	A	8	N/A	0.42		4.4	A	8	N/A	0.42
SB through/right		39.4	D	198	N/A	0.68	47.5	D	258	N/A	0.81	50.1	D	290	N/A	0.84		50.1	D	290	N/A	0.84
<b>Tuscany Way &amp; US 290 EB FR</b>	<b>Signal</b>	<b>32.6</b>	<b>C</b>			<b>34.0</b>	<b>C</b>				<b>35.3</b>	<b>D</b>				<b>Signal</b>	<b>34.3</b>	<b>C</b>				
EB left		54.0	D	110	645	0.42	56.4	E	136	645	0.54	59.4	E	159	645	0.64		59.4	E	159	645	0.64
EB through/right		33.6	C	199	N/A	0.49	35.9	D	245	N/A	0.58	35.9	D	245	N/A	0.58		35.9	D	245	N/A	0.58
NB through/right		45.4	D	123	N/A	0.35	46.1	D	146	N/A	0.41	46.2	D	148	N/A	0.42		46.2	D	148	N/A	0.42

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

Table 13. 2028 Intersection Analysis Results for AM Peak

Intersection	AM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
SB left		4.2	A	14	N/A	0.14	3.9	A	12	N/A	0.17	3.3	A	8	N/A	0.16		3.3	A	8	N/A	0.16
SB left/through		4.0	A	15	N/A	0.14	3.5	A	15	N/A	0.17	2.9	A	10	N/A	0.16		2.9	A	10	N/A	0.16
<b>Cameron Rd &amp; Private Drwy/Ferguson Ln</b>	<b>Signal</b>	<b>16.2</b>	<b>B</b>				<b>23.7</b>	<b>C</b>				<b>24.8</b>	<b>C</b>				<b>Signal</b>	<b>24.8</b>	<b>C</b>			
EB left/through		49.5	D	14	N/A	0.02	49.8	D	15	N/A	0.03	49.8	D	15	N/A	0.03		49.8	D	15	N/A	0.03
EB right		0.2	A	0	N/A	0.03	0.1	A	0	N/A	0.03	0.1	A	0	N/A	0.03		0.1	A	0	N/A	0.03
WB left/through		121.9	F	273	N/A	0.99	177.1	F	343	N/A	1.20	186.5	F	352	N/A	1.22		186.5	F	352	N/A	1.22
WB right		20.1	C	122	180	0.41	25.3	C	180	180	0.45	24.9	C	187	180	0.45		24.9	C	187	180	0.45
NB left		3.6	A	4	200	0.03	3.7	A	4	200	0.04	3.7	A	4	200	0.04		3.7	A	4	200	0.04
NB through/right		13.4	B	200	N/A	0.36	18.5	B	265	N/A	0.47	19.2	B	268	N/A	0.49		19.2	B	268	N/A	0.49
SB left		16.0	B	144	215	0.71	37.7	D	311	215	0.85	42.6	D	369	215	0.87		42.6	D	369	215	0.87
SB through/right		9.8	A	563	N/A	0.67	13.1	B	841	N/A	0.80	13.1	B	841	N/A	0.80		13.1	B	841	N/A	0.80
<b>Tuscany Way/Sprinkle Rd &amp; Ferguson Ln</b>	<b>All-Way Stop</b>	<b>49.1</b>	<b>E</b>				<b>128.1</b>	<b>F</b>				<b>145.1</b>	<b>F</b>				<b>Signal</b>	<b>35.9</b>	<b>D</b>			
EB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		23.6	C	56	140	0.23
EB left/through	Stop	13.0	B	0.8	N/A	0.22	16.6	C	1.2	N/A	0.34	19.9	C	1.9	N/A	0.46		~	~	~	~	~
EB through/right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		37.7	D	257	N/A	0.81
EB right	Stop	14.3	B	1.8	140	0.40	20.4	C	2.8	140	0.60	23.1	C	3.2	140	0.64		~	~	~	~	~
WB left		~	~	~	~	~	~	~	~	~	~	15.6	C	0.5	150	0.18		24.2	C	40	150	0.25
WB left/through	Stop	16.1	C	1.9	N/A	0.42	24.1	C	3.3	N/A	0.64	~	~	~	~	~		~	~	~	~	~
WB through/right		~	~	~	~	~	~	~	~	~	~	26.6	D	3.5	N/A	0.68		43.3	D	158	N/A	0.66
WB right	Stop	10.1	B	0.0	120	0.00	11.7	B	0.0	120	0.00	~	~	~	~	~		~	~	~	~	~
NB left	Stop	14.8	B	1.4	N/A	0.34	19.2	C	2.1	N/A	0.48	21.1	C	2.3	N/A	0.52		44.6	D	153	N/A	0.81
NB through/right	Stop	10.9	B	0.3	N/A	0.09	19.0	C	2.4	N/A	0.52	32.7	D	5.5	N/A	0.82		16.0	B	158	N/A	0.41
SB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		8.5	A	10	100	0.02

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
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Table 13. 2028 Intersection Analysis Results for AM Peak

Intersection	AM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
SB left/through/right	Stop	87.9	F	18.3	N/A	1.09	275.7	F	39.4	N/A	1.52	339.4	F	43.9	N/A	1.67		~	~	~	~	~
SB through/right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		41.8	D	597	N/A	0.93
<b>Sprinkle Rd &amp; Cameron Rd (East)</b>	<b>Free</b>	<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>					<b>0.0</b>	<b>A</b>			<b>Free</b>	<b>0.0</b>	<b>A</b>			
EB left/through	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
WB through/right	Yield	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SB left/right	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Springdale Rd &amp; Cameron Rd (East)</b>	<b>Two-Way Stop</b>	<b>2.6</b>	<b>A</b>				<b>2.7</b>	<b>A</b>				<b>2.6</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>2.6</b>	<b>A</b>			
EB through/right	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB left/through	Yield	7.7	A	0.4	N/A	0.13	7.9	A	0.6	N/A	0.16	7.9	A	0.6	N/A	0.16	Yield	7.9	A	0.6	N/A	0.16
NB left/right	Stop	9.8	A	0.2	N/A	0.06	10.6	B	0.3	N/A	0.08	10.7	B	0.2	N/A	0.08	Stop	10.7	B	0.2	N/A	0.08
<b>Springdale Rd &amp; Sprinkle Rd</b>	<b>Yield</b>	<b>5.6</b>	<b>A</b>				<b>5.9</b>	<b>A</b>				<b>5.9</b>	<b>A</b>				<b>Yield</b>	<b>5.9</b>	<b>A</b>			
EB left/right	Free	10.8	B	27.0	N/A	0.27	11.7	B	37.0	N/A	0.33	12.2	B	39.0	N/A	0.35	Free	12.2	B	39.0	N/A	0.35
NB left/through	Yield	0.5	A	4.0	N/A	0.06	5.2	A	6.0	N/A	0.07	5.3	A	6.0	N/A	0.08	Yield	5.3	A	6.0	N/A	0.08
SB through/right	Free	0.0	A	0.0	N/A	0.12	0.0	A	0.0	N/A	0.14	0.0	A	0.0	N/A	0.16	Free	0.0	A	0.0	N/A	0.16
<b>Springdale Rd &amp; Ferguson Ln</b>	<b>Roundabout</b>	<b>6.3</b>	<b>A</b>				<b>7.5</b>	<b>A</b>				<b>7.5</b>	<b>A</b>				<b>Roundabout</b>	<b>7.5</b>	<b>A</b>			
EB left/through/right		5.1	A	N/A	N/A	0.07	5.8	A	N/A	N/A	0.09	5.8	A	N/A	N/A	0.09		5.8	A	N/A	N/A	0.09
WB left/through/right		3.4	A	N/A	N/A	0.01	3.6	A	N/A	N/A	0.01	3.6	A	N/A	N/A	0.01		3.6	A	N/A	N/A	0.01
NB left/through/right		4.1	A	1.0	N/A	0.18	4.4	A	1.0	N/A	0.20	4.4	A	1.0	N/A	0.20		4.4	A	1.0	N/A	0.20
SB left/through/right		7.5	A	2.0	N/A	0.44	9.1	A	3.0	N/A	0.53	9.1	A	3.0	N/A	0.53		9.1	A	3.0	N/A	0.53
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway A</b>	~	~					~	~				<b>2.1</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>2.1</b>	<b>A</b>			
WB left		~	~	~	~	~	~	~	~	~	~	8.6	A	0.1	N/A	0.02	Stop	8.6	A	0.1	N/A	0.02

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

Table 13. 2028 Intersection Analysis Results for AM Peak

Intersection	AM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
WB right	~	~	~	~	~	~	~	~	~	~	8.3	A	0.0	N/A	0.00	Stop	8.3	A	0.0	N/A	0.00	
NB through	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
NB right	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	150	N/A	Free	N/A	N/A	N/A	150	N/A	
SB left	~	~	~	~	~	~	~	~	~	~	7.3	A	0.0	150	0.00	Yield	7.3	A	0.0	150	0.00	
SB through	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway B</b>	~	~	~	~	~	~	~	~	~	~	<b>1.1</b>	<b>A</b>	~	~	~	<b>Two-Way Stop</b>	<b>1.1</b>	<b>A</b>	~	~	~	
WB left/right	~	~	~	~	~	~	~	~	~	~	9.2	A	0.1	N/A	0.02	Stop	9.2	A	0.1	N/A	0.02	
NB through/right	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
SB left	~	~	~	~	~	~	~	~	~	~	7.5	A	0.0	150	0.00	Yield	7.5	A	0.0	150	0.00	
SB through	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
<b>Ferguson Ln &amp; Rundberg Ln Extension</b>	~	~	~	~	~	~	~	~	~	~	<b>4.7</b>	<b>A</b>	~	~	~	<b>Two-Way Stop</b>	<b>4.7</b>	<b>A</b>	~	~	~	
EB through/right	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
WB left	~	~	~	~	~	~	~	~	~	~	7.7	A	0.0	150	0.00	Yield	7.7	A	0.0	150	0.00	
WB through	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
NB left/right	~	~	~	~	~	~	~	~	~	~	11.3	B	1.0	N/A	0.26	Stop	11.3	B	1.0	N/A	0.26	
<b>Ferguson Ln &amp; Driveway C</b>	~	~	~	~	~	~	~	~	~	~	<b>0.6</b>	<b>A</b>	~	~	~	<b>Two-Way Stop</b>	<b>0.6</b>	<b>A</b>	~	~	~	
EB left/through	~	~	~	~	~	~	~	~	~	~	7.6	A	0.0	N/A	0.01	Yield	7.6	A	0.0	N/A	0.01	
WB through/right	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	
SB left/right	~	~	~	~	~	~	~	~	~	~	9.4	A	0.0	N/A	0.01	Stop	9.4	A	0.0	N/A	0.01	
<b>Ferguson Ln &amp; Driveway D</b>	~	~	~	~	~	~	~	~	~	~	<b>0.3</b>	<b>A</b>	~	~	~	<b>Two-Way Stop</b>	<b>0.3</b>	<b>A</b>	~	~	~	
EB left/through	~	~	~	~	~	~	~	~	~	~	7.6	A	0.0	N/A	0.00	Yield	7.6	A	0.0	N/A	0.00	
WB through/right	~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A	

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

**Table 13. 2028 Intersection Analysis Results for AM Peak**

Intersection	AM Peak																				
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)				
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length
SB left/right		~	~	~	~	~	~	~	~	~	9.6	A	0.0	N/A	0.00	Stop	9.6	A	0.0	N/A	0.00

**Table 14. 2028 Intersection Analysis Results for PM Peak**

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
<b>Tuscany Way &amp; US 290 WB FR</b>	<b>Signal</b>	<b>38.5</b>	<b>D</b>			<b>62.0</b>	<b>E</b>				<b>80.2</b>	<b>F</b>				<b>Signal</b>	<b>57.8</b>	<b>E</b>				
WB left		77.8	E	118	540	0.53	88.1	F	156	540	0.67	88.1	F	156	540	0.67		88.1	F	156	540	0.67
WB through/right		32.0	C	271	N/A	0.48	34.2	C	336	N/A	0.58	34.4	C	343	N/A	0.59		~	~	~	~	~
WB through		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		37.9	D	329	N/A	0.59
WB right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		0.6	A	0	400	0.16
NB left		3.4	A	1	N/A	0.27	3.6	A	1	N/A	0.32	3.3	A	1	N/A	0.31		3.5	A	26	N/A	0.31
NB through		4.7	A	5	N/A	0.28	2.6	A	0	N/A	0.02	4.7	A	6	N/A	0.36		4.5	A	79	N/A	0.36
SB through/right		64.8	E	304	N/A	0.88	108.3	F	424	N/A	1.09	175.8	F	527	N/A	1.27		112.1	F	467	N/A	1.11
<b>Tuscany Way &amp; US 290 EB FR</b>	<b>Signal</b>	<b>106.3</b>	<b>F</b>			<b>173.0</b>	<b>F</b>				<b>169.9</b>	<b>F</b>				<b>Signal</b>	<b>179.0</b>	<b>F</b>				
EB left		57.2	E	113	645	0.37	58.8	E	136	645	0.45	59.4	E	144	645	0.48		54.4	E	139	645	0.40
EB through/right		145.4	F	945	N/A	1.22	245.3	F	1223	N/A	1.46	245.3	F	1223	N/A	1.46		259.1	F	1236	N/A	1.49
NB through/right		48.7	D	97	N/A	0.31	49.8	D	115	N/A	0.37	50.0	D	116	N/A	0.37		54.2	D	120	N/A	0.44
SB left		1.9	A	2	N/A	0.24	2.0	A	3	N/A	0.30	2.2	A	3	N/A	0.34		2.2	A	3	N/A	0.32
SB left/through		1.2	A	2	N/A	0.21	1.3	A	2	N/A	0.26	1.6	A	3	N/A	0.28		1.6	A	3	N/A	0.28
<b>Cameron Rd &amp; Private Drwy/Ferguson Ln</b>	<b>Signal</b>	<b>24.1</b>	<b>C</b>			<b>32.3</b>	<b>C</b>				<b>34.5</b>	<b>C</b>				<b>Signal</b>	<b>34.5</b>	<b>C</b>				
EB left/through		45.4	D	29	N/A	0.09	44.3	D	34	N/A	0.11	43.9	D	34	N/A	0.10		43.9	D	34	N/A	0.10

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Table 14. 2028 Intersection Analysis Results for PM Peak

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
EB right		0.3	A	0	N/A	0.04	0.3	A	0	N/A	0.05	0.3	A	0	N/A	0.04		0.3	A	0	N/A	0.04
WB left/through		80.1	F	186	N/A	0.80	83.8	F	226	N/A	0.86	86.4	F	261	N/A	0.88		86.4	F	261	N/A	0.88
WB right		40.4	D	271	180	0.65	39.9	D	344	180	0.70	40.6	D	370	180	0.72		40.6	D	370	180	0.72
NB left		5.0	A	2	200	0.00	5.0	A	2	200	0.00	5.0	A	2	200	0.00		5.0	A	2	200	0.00
NB through/right		22.0	C	614	N/A	0.73	35.3	D	913	N/A	0.93	37.9	D	917	N/A	0.95		37.9	D	917	N/A	0.95
SB left		63.1	E	265	215	0.85	71.2	E	358	215	0.91	75.2	E	372	215	0.93		75.2	E	372	215	0.93
SB through/right		6.3	A	171	N/A	0.28	7.5	A	212	N/A	0.35	7.8	A	212	N/A	0.35		7.8	A	212	N/A	0.35
<b>Tuscany Way/Sprinkle Rd &amp; Ferguson Ln</b>	<b>All-Way Stop</b>	<b>44.2</b>	<b>E</b>				<b>103.1</b>	<b>F</b>				<b>127.8</b>	<b>F</b>				<b>Signal</b>	<b>38.5</b>	<b>D</b>			
EB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		37.5	D	265	140	0.82
EB left/through	Stop	87.0	F	14.7	N/A	1.04	203.3	F	25.0	N/A	1.43	274.4	F	29.2	N/A	1.61		~	~	~	~	~
EB through/right		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		50.3	D	357	N/A	0.90
EB right	Stop	14.8	B	2.0	140	0.41	20.1	C	3.1	140	0.56	24.6	C	3.6	140	0.64		~	~	~	~	~
WB left		~	~	~	~	~	~	~	~	~	~	27.8	D	3.1	150	0.62		51.1	D	76	150	0.77
WB left/through	Stop	15.2	C	1.0	N/A	0.26	22.2	C	2.3	N/A	0.50	~	~	~	~	~		~	~	~	~	~
WB through/right		~	~	~	~	~	~	~	~	~	~	25.7	D	3.0	N/A	0.60		36.5	D	104	N/A	0.54
WB right	Stop	11.4	B	0.0	120	0.00	12.8	B	0.0	120	0.01	~	~	~	~	~		~	~	~	~	~
NB left	Stop	18.4	C	2.2	N/A	0.46	25.4	D	3.4	N/A	0.62	30.0	D	3.8	N/A	0.69		33.8	C	111	N/A	0.76
NB through/right	Stop	24.1	C	4.2	N/A	0.64	45.0	E	7.6	N/A	0.91	81.5	F	11.3	N/A	1.12		20.1	C	232	N/A	0.50
SB left		~	~	~	~	~	~	~	~	~	~	~	~	~	~	~		12.2	B	7	100	0.01
SB left/through/right	Stop	43.7	E	8.8	N/A	0.88	135.9	F	18.7	N/A	1.27	~	~	~	~	~		~	~	~	~	~
SB through/right		~	~	~	~	~	~	~	~	~	~	172.1	F	20.2	N/A	1.35		41.5	D	309	N/A	0.86
<b>Cameron Rd (East) &amp; Sprinkle Rd</b>	<b>Yield</b>	<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>				<b>0.0</b>	<b>A</b>				<b>Yield</b>	<b>0.0</b>	<b>A</b>			
EB left/through	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	150	N/A	Free	N/A	N/A	N/A	N/A	N/A

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
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 ~ Movement does not exist under this condition

Table 14. 2028 Intersection Analysis Results for PM Peak

Intersection	PM Peak																					
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)					
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **
WB through/right	Yield	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	Yield	0.0	A	0.0	N/A	0.00
SB left/right	Yield	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	0.0	A	0.0	N/A	0.00	Yield	0.0	A	0.0	N/A	0.00
<b>Springdale Rd &amp; Cameron Rd (East)</b>	<b>Two-Way Stop</b>	<b>6.7</b>	<b>A</b>				<b>11.5</b>	<b>B</b>			N/A	<b>11.8</b>	<b>B</b>				<b>Two-Way Stop</b>	<b>11.8</b>	<b>B</b>			
EB through/right	Free	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB left/through	Yield	7.3	A	0.1	N/A	0.03	8.5	A	0.2	N/A	0.05	8.5	A	0.2	N/A	0.05	Yield	8.5	A	0.2	N/A	0.05
NB left/right	Stop	10.3	B	1.6	N/A	0.35	31.0	D	7.2	N/A	0.78	32.2	D	7.5	N/A	0.79	Stop	32.2	D	7.5	N/A	0.79
<b>Springdale Rd &amp; Sprinkle Rd</b>	<b>Yield</b>	<b>4.7</b>	<b>A</b>				<b>5.0</b>	<b>A</b>				<b>5.0</b>	<b>A</b>				<b>Yield</b>	<b>5.0</b>	<b>A</b>			
EB left/right	Yield	9.3	A	9.0	N/A	0.11	9.7	A	12.0	N/A	0.14	9.7	A	12.0	N/A	0.14	Yield	9.7	A	12.0	N/A	0.14
NB left/through	Free	4.2	A	15.0	N/A	0.17	4.6	A	19.0	N/A	0.20	4.6	A	19.0	N/A	0.20	Free	4.6	A	19.0	N/A	0.20
SB through/right	Free	0.0	A	0.0	N/A	0.03	0.0	A	0.0	N/A	0.03	0.0	A	0.0	N/A	0.03	Free	0.0	A	0.0	N/A	0.03
<b>Springdale Rd &amp; Ferguson Ln</b>	<b>Roundabout</b>	<b>6.0</b>	<b>A</b>				<b>7.0</b>	<b>A</b>				<b>7.0</b>	<b>A</b>				<b>Roundabout</b>	<b>7.0</b>	<b>A</b>			
EB left/through/right		4.8	A	1.0	N/A	0.15	5.4	A	1.0	N/A	0.19	5.4	A	1.0	N/A	0.19		5.4	A	1.0	N/A	0.19
WB left/through/right		5.1	A	N/A	N/A	0.02	5.8	A	N/A	N/A	0.02	5.8	A	N/A	N/A	0.02		5.8	A	N/A	N/A	0.02
NB left/through/right		7.0	A	3.0	N/A	0.43	8.4	A	3.0	N/A	0.52	8.4	A	3.0	N/A	0.52		8.4	A	3.0	N/A	0.52
SB left/through/right		4.6	A	1.0	N/A	0.21	5.0	A	1.0	N/A	0.25	5.0	A	1.0	N/A	0.25		5.0	A	1.0	N/A	0.25
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway A</b>	~	~					~	~				<b>6.3</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>6.3</b>	<b>A</b>			
WB left		~	~	~	~	~	~	~	~	~	~	8.8	A	0.2	N/A	0.06	Stop	8.8	A	0.2	N/A	0.06
WB right		~	~	~	~	~	~	~	~	~	~	8.3	A	0.0	N/A	0.00	Stop	8.3	A	0.0	N/A	0.00
NB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
NB right		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	150	N/A	Free	N/A	N/A	N/A	150	N/A
SB left		~	~	~	~	~	~	~	~	~	~	7.3	A	0.0	150	0.00	Yield	7.3	A	0.0	150	0.00
SB through		~	~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition

Table 14. 2028 Intersection Analysis Results for PM Peak

Intersection	PM Peak																				
	Traffic Control Type	2019 Existing					2028 Forecasted (without site)					2028 Site + Forecasted (No Improvements)					2028 Site + Forecasted (With Improvements)				
		Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length	V/C **	Traffic Control Type	Delay	LOS	95 <sup>th</sup> * Queue	Bay Length
<b>Rundberg Ln Extension/Rundberg Ln Extension &amp; Driveway B</b>	~	~				~	~				<b>3.2</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>3.2</b>	<b>A</b>			
WB left/right		~	~	~	~	~	~	~	~	~	9.3	A	0.2	N/A	0.06	Stop	9.3	A	0.2	N/A	0.06
NB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left		~	~	~	~	~	~	~	~	~	7.3	A	0.0	150	0.00	Yield	7.3	A	0.0	150	0.00
SB through		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
<b>Ferguson Ln &amp; Rundberg Ln Extension</b>	~	~				~	~				<b>3.2</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>3.2</b>	<b>A</b>			
EB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
WB left		~	~	~	~	~	~	~	~	~	7.8	A	0.0	150	0.00	Yield	7.8	A	0.0	150	0.00
WB through		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
NB left/right		~	~	~	~	~	~	~	~	~	11.5	B	0.8	N/A	0.22	Stop	11.5	B	0.8	N/A	0.22
<b>Ferguson Ln &amp; Driveway C</b>	~	~				~	~				<b>0.5</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>0.5</b>	<b>A</b>			
EB left/through		~	~	~	~	~	~	~	~	~	7.5	A	0.0	N/A	0.00	Yield	7.5	A	0.0	N/A	0.00
WB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left/right		~	~	~	~	~	~	~	~	~	9.1	A	0.1	N/A	0.02	Stop	9.1	A	0.1	N/A	0.02
<b>Ferguson Ln &amp; Driveway D</b>	~	~				~	~				<b>0.3</b>	<b>A</b>				<b>Two-Way Stop</b>	<b>0.3</b>	<b>A</b>			
EB left/through		~	~	~	~	~	~	~	~	~	7.4	A	0.0	N/A	0.00	Yield	7.4	A	0.0	N/A	0.00
WB through/right		~	~	~	~	~	~	~	~	~	N/A	N/A	N/A	N/A	N/A	Free	N/A	N/A	N/A	N/A	N/A
SB left/right		~	~	~	~	~	~	~	~	~	9.1	A	0.0	N/A	0.01	Stop	9.1	A	0.0	N/A	0.01

\* 95<sup>th</sup> Queue is reported in feet for signalized intersections and vehicles for unsignalized intersections  
 \*\* V/C: Volume to Capacity ratio  
 ~ Movement does not exist under this condition



# References

1. Texas Department of Transportation  
2019 TxDOT Traffic Count Database System, Austin, TX.
2. Capital Area Metropolitan Planning Organization  
2015 CAMPO 2040 Regional Transportation Plan, Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties, Texas.
3. City of Austin  
2019 Austin Strategic Mobility Plan, Austin, TX
4. Capital Metro Transit Authority  
2019 Capital Metro Schedules and Maps, Austin, TX
5. Transportation Research Board  
2016 Highway Capacity Manual, Washington, D.C.
6. Trafficware Ltd  
2017 Synchro 10, Sugar Land, TX.
7. Institute of Transportation Engineers  
2017 Trip Generation Manual, An Informational Report, 10th Edition, Washington, D.C.
8. Texas Department of Transportation  
2011 TxDOT Access Management Manual, Austin, TX.
9. City of Austin  
2014 Transportation Criteria Manual, Austin, TX





# Premier Logistics Park

Technical Addendum

*Austin, Texas*  
January 21, 2020

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## **General Information**

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## TRAFFIC IMPACT ANALYSIS SCOPE AND STUDY AREA

Project Name: Premier Logisitcs Park Date: November 26, 2019  
Location: Sprinkle Road and Ferguson Lane (ETJ)  
Owner's Agent: HDR, Engineering, Inc. (Kathleen G. Smith, P.E., PTOE) Phone: (512) 904 – 3700

---

Instructions: Sections I and II of the scope must be approved prior to formal submittal of a Traffic Impact Analysis (TIA). You may receive sign off of both sections concurrently or separately.

### I. Data Collection

#### 1. Background Information

- a. Proposed daily trip generation estimate.
- b. Location/Study area map that specifies major roadways and intersections within study area
- c. The following adopted plans and public infrastructure improvement projects apply to this site:
  - CAMPO 2040 Regional Transportation Plan

**2. Intersections Level of Service:** Calculations for a.m. and p.m. peak hours must be performed for the following intersections, showing (a) existing traffic conditions and (b) projected traffic conditions, identifying site, non-site, and total traffic:

- a. Cameron Road and Ferguson Lane
- b. Sprinkle Road/Tuscany Way and Ferguson Lane
- c. Sprinkle Road and Springdale Road
- d. Springdale Road and Ferguson Lane
- e. Tuscany Way and US 290
- f. All site driveways

Notes: Existing signal timings shall be used for the intersection unless alternative timing proposals are approved by the Austin Transportation Department or TXDOT.

Analysis for each phase/year shall include:

- a. Level of Service by movements
- b. Delay by movements
- c. V/C by movements
- d. Queueing analysis with 95% queue length by movements, vs existing storage bay and/or distance from adjacent intersection(s)

**3. Signal Warrant Analysis:** a Signal Warrant analysis (existing and projected) shall be performed for the following study area intersections:

- a. Sprinkle Road/Tuscany Way and Ferguson Lane

**4. Sight Distance Analysis**

- a. When proposed mitigation recommends a new traffic signal be installed, an analysis of the intersection sight distance and stopping sight distance to vehicles stopped in queue (back of queue) should be included.
- b. Intersections or new driveways must provide an analysis of the intersection sight distance.

**5. Roadway Sizing Analysis**

Roadway analysis must be performed to determine the size and type of roadway for the following roadway segments.

- a. Ferguson Lane
- b. All connecting internal roadways.

**6. Turn Lane Analysis**

Turn lane analysis must be performed at all site driveways/roadways to determine if left or right turn lanes are needed to enter the site.

**7. Analysis Phases/Years:**

- a. 2023 - Full buildout year
- b. 2028 - Full buildout year

**8. School Specific Traffic Assessment: N/A**

- a. On-site queuing analysis
- b. Development of a safe route to school program
- c. Documentation that sufficient parking is available for Staff and Students who will be driving to school.

**9. Other Considerations:**

- a. Counts are to be taken when public schools are in session. If counts are taken while schools are not in session, mathematically determined adjustment factors may be used based on historic nearby traffic counts or as otherwise approved by County staff.
- b. Ensure automated traffic data captures demand. Manual observations or a multiple period analysis may be necessary.
- c. Capture and report data to calibrate model for existing operational analysis (i.e. queue length and approach/movement delay recommended)
- d. Methodology for capacity and level of service shall be Highway Capacity Manual, latest edition (i.e. Synchro, version 10).
- e. Discuss and illustrate methodology for trip distribution.
- f. Discuss and illustrate model calibration (i.e. queue length and approach/movement delay recommended).

## II. Study Assumptions

**1. Data Assumptions** The following assumptions must be included in the analysis. Any change in these assumptions must be approved by the transportation reviewer(s) prior to submittal of the TIA.

- a. Background Traffic – The average annual growth rate shall be calculated using available sources and documented in the report.
- b. Background Project: Background projects shall include:

Project Name	Case Number
Colliers Wood Subdivision	C8J-2010-0091 (City of Austin)
Pioneer Crossing East Section 18	C8-2016-0109.6B & C8-2016-0109.6B (City of Austin)
Ferguson Lane Development	SP-2017-0460D (City of Austin)
2020 Business Park	SP-2018-0174D (City of Austin)
Ferguson Crossing	C14-2017-0139 (Ciy of Austin)

- c. Internal Trips /Transit Trips/Walking/Biking: 0%
- d. Pass by trip reductions: 0%

**2. Trip Distribution:** Existing Trips and Forecasted Trips to be determined based on existing and historical data. Site Trips to be suggested based on proposed type of land use and an end user's likely path given site location in relation to other generators and/or attractors.

## III. Submittal Requirements

1. The cover sheet of the TIA must include the Travis County My Permit Now permit number.
2. Submit to Travis County two (2) hard copies and two (2) CD's containing the items specified below.
3. Traffic modeling requirements:
  - a. All timing sheets obtained from various sources (City of Austin, TXDOT, etc.) are to be included in the Appendix of the TIA.
  - b. Submit electronically CD's (in the number specified or electronically to TXDOT) containing the following: PDF of the TIA, Synchro Network for all conditions analyzed and background DXF or aerial format. Synchro files must be in real world coordinates, Excel spreadsheets with, overall trip generation, internal and pass-by trip capture rates if applicable, site trip distribution & assignment within roadway network and site driveways, A CAD file for the site plan, if available.
  - c. All intersections must be modeled in one Synchro (latest edition) file (including unsignalized intersections).
  - d. Synchro printouts and analysis must be performed for the following scenarios and must be included in in the appendix of the report in the following format:
    - Existing conditions (am + pm on one sheet),
    - Six (6) future conditions (for all years/phases identified in section I of this scope):
      - o (AM No-Build, AM Build, AM Build + Mitigation)
      - o (PM No-Build, PM Build, PM Build + Mitigation)
  - e. Intersection LOS by movements, Delay by movements, v/c by movements, and 95% queue length by movements in a tabular format (preferably in 11"x17") for different scenarios noted.

4. Maps/Plans

- a. A proposed Site Plan
- b. A map showing all bicycle routes, bus transit and bus stops within ½ mile of the site
- c. A map showing all background projects and trip generation for each project
- d. A map/plan showing all roadways and driveways analyzed (labeled and dimensioned)
- e. An aerial map/plan of all intersections with roadway improvements (dimensioned), including above ground utilities called out.

Any change in these assumptions may require a change in the scope. If the analysis or traffic volumes provided in the report indicates impacts to intersections or roadways that are not included in this scope, additional analysis may be required. For more detailed guidelines on preparation of the TIA, please contact the undersigned.



Prepared by:

André H. Betit, Jr., P.E.

Phone: (512) 854 – 8757

Email: [andre.betit@traviscountytexas.gov](mailto:andre.betit@traviscountytexas.gov)

**Premier Logistics Park**

Proposed Use Conditions

**SUMMARY OF WEEKDAY SITE-GENERATED TRAFFIC**

Per Equations and Rates Provided in ITE's Trip Generation, 10th Edition

Land Use Code	Land Use	Units	Weekday		AM Peak		PM Peak	
			Trips		Enter	Exit	Enter	Exit
150	Warehousing	1,250,00 SF	2,021		135	40	48	130
	<b>Total</b>		<b>2,021</b>		<b>135</b>	<b>40</b>	<b>48</b>	<b>130</b>

# Premier Logistics Park TIA

Directional Distribution

## AM Peak

Roadway Direction	Volume		%		AVG
	Enter	Exit	Enter	Exit	
E US 290 FR	1885	625	25.1%	8.6%	16.9%
W US 290 FR	816	2139	10.9%	29.5%	20.2%
S Tuscany Way	319	337	4.2%	4.6%	4.4%
N Cameron Rd	2820	972	37.5%	13.4%	25.5%
S Cameron Rd	917	2631	12.2%	36.3%	24.2%
E Cameron Rd	547	117	7.3%	1.6%	4.4%
S Springdale Rd	207	436	2.8%	6.0%	4.4%
	<b>7511</b>	<b>7257</b>	<b>100%</b>	<b>100%</b>	

## PM Peak

Roadway Direction	Volume		%		AVG
	Enter	Exit	Enter	Exit	
E US 290 FR	916	2165	12.5%	27.9%	20.2%
W US 290 FR	2138	1023	29.1%	13.2%	21.1%
S Tuscany Way	227	282	3.1%	3.6%	3.4%
N Cameron Rd	1265	2238	17.2%	28.8%	23.0%
S Cameron Rd	2099	1173	28.5%	15.1%	21.8%
E Cameron Rd	196	588	2.7%	7.6%	5.1%
S Springdale Rd	513	292	7.0%	3.8%	5.4%
	<b>7354</b>	<b>7761</b>	<b>100%</b>	<b>100%</b>	

Roadway Direction	Distribution
E US 290 FR	30%
W US 290 FR	35%
S Tuscany Way	5%
N Cameron Rd	15%
S Cameron Rd	10%
E Cameron Rd	5%
S Springdale Rd	0%

**100%**



# Premier Logistics Park TIA

Growth Rate Calculation

## Tuscany Way, north of US 290

TxDOT Historic Counts

Year	AADT	Annual Growth
2005	7850	
2010	8210	0.9%
2015	9394	2.7%

	Year	2015	2015	9394	1.8%
<b>Year</b>	2005	7850	2015	9394	1.8%
<b>AADT</b>	7850		9394		

## Sprinkle Rd, north of Ferguson Ln

TxDOT Historic Counts

Year	AADT	Annual Growth
2005	2990	
2010	2620	-2.6%
2015	2992	2.7%

	Year	2005	2015	2992	0.0%
<b>Year</b>	2005	2990	2015	2992	0.0%
<b>AADT</b>	2990		2992		

## Sprinkle Rd, west of Springdale Rd

TxDOT Historic Counts

Year	AADT	Annual Growth
2005	1180	
2010	2020	11.4%
2015	2656	5.6%

	Year	2005	2015	2656	8.5%
<b>Year</b>	2005	1180	2015	2656	8.5%
<b>AADT</b>	1180		2656		

## Ferguson Lane, east of Cameron Rd

TxDOT Historic Counts

Year	AADT	Annual Growth
2014	7604	
2015	7431	-2.3%
2016	9122	22.8%
2017	9653	5.8%

	Year	2014	2017	9653	8.3%
<b>Year</b>	2014	7604	2017	9653	8.3%
<b>AADT</b>	7604		9653		

## Ferguson Ln, east of Sprinkle Rd/Tuscany Way

TxDOT Historic Counts

Year	AADT	Annual Growth
2015	1608	
2017	1782	5.3%
2018	1917	7.6%

	Year	2015	2018	1917	6.0%
<b>Year</b>	2015	1608	2018	1917	6.0%
<b>AADT</b>	1608		1917		

## Ferguson Ln, west of Springdale

TxDOT Historic Counts

Year	AADT	Annual Growth
2005	2730	
2010	950	-19.0%
2015	1271	6.0%

	Year	2005	2015	1271	-7.4%
<b>Year</b>	2005	2730	2015	1271	-7.4%
<b>AADT</b>	2730		1271		

## Springdale Road, north of Ferguson

TxDOT Historic Counts

Year	AADT	Annual Growth
2005	3940	
2010	4290	1.7%
2015	3318	-5.0%

	Year	2005	2015	3318	-1.7%
<b>Year</b>	2005	3940	2015	3318	-1.7%
<b>AADT</b>	3940		3318		

## Cameron Rd, east of Springdale

TxDOT Historic Counts

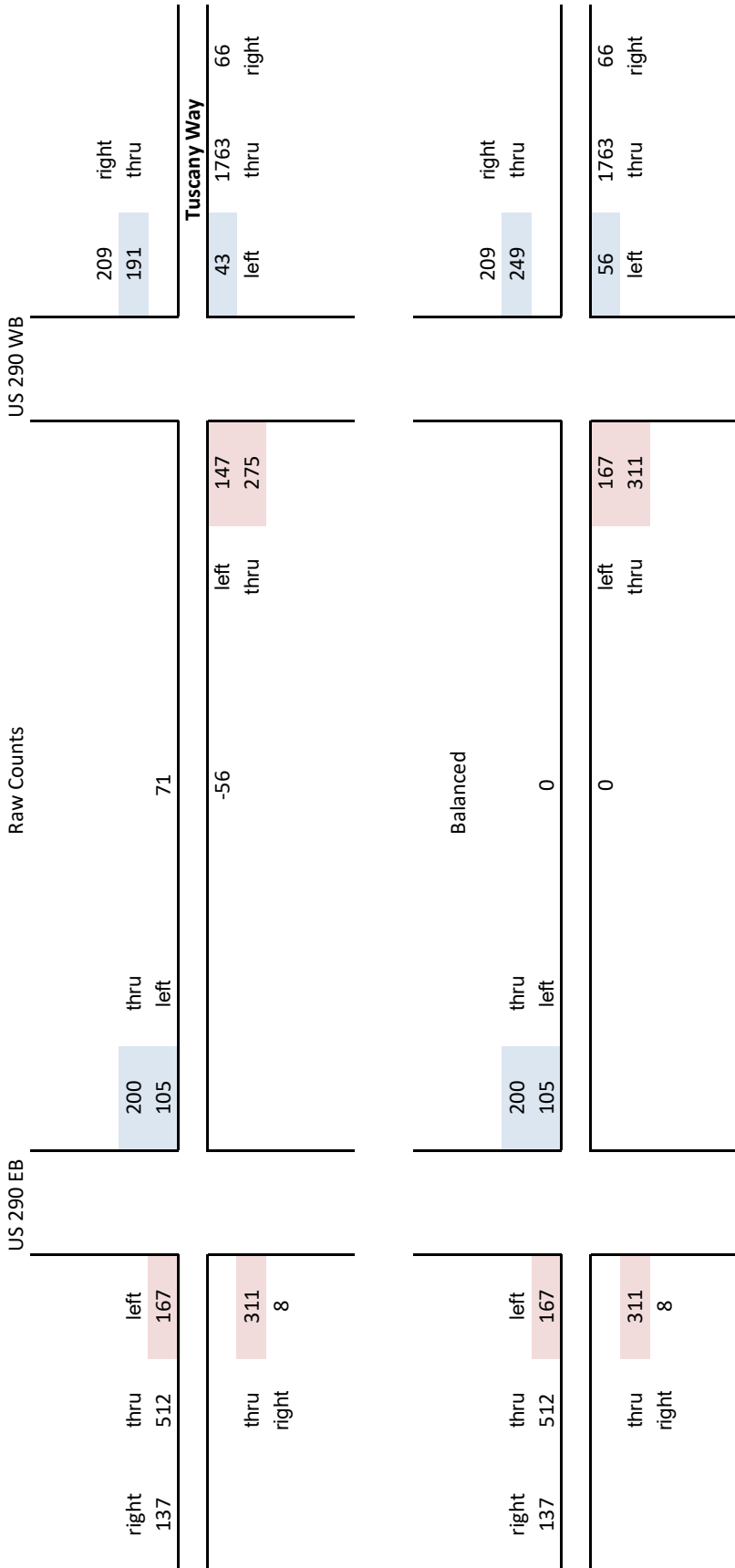
Year	AADT	Annual Growth
2005	2990	
2010	2700	-2.0%
2015	2420	-2.2%

	Year	2005	2015	2420	-2.1%
<b>Year</b>	2005	2990	2015	2420	-2.1%
<b>AADT</b>	2990		2420		

**Average Annual Growth 1.7%**

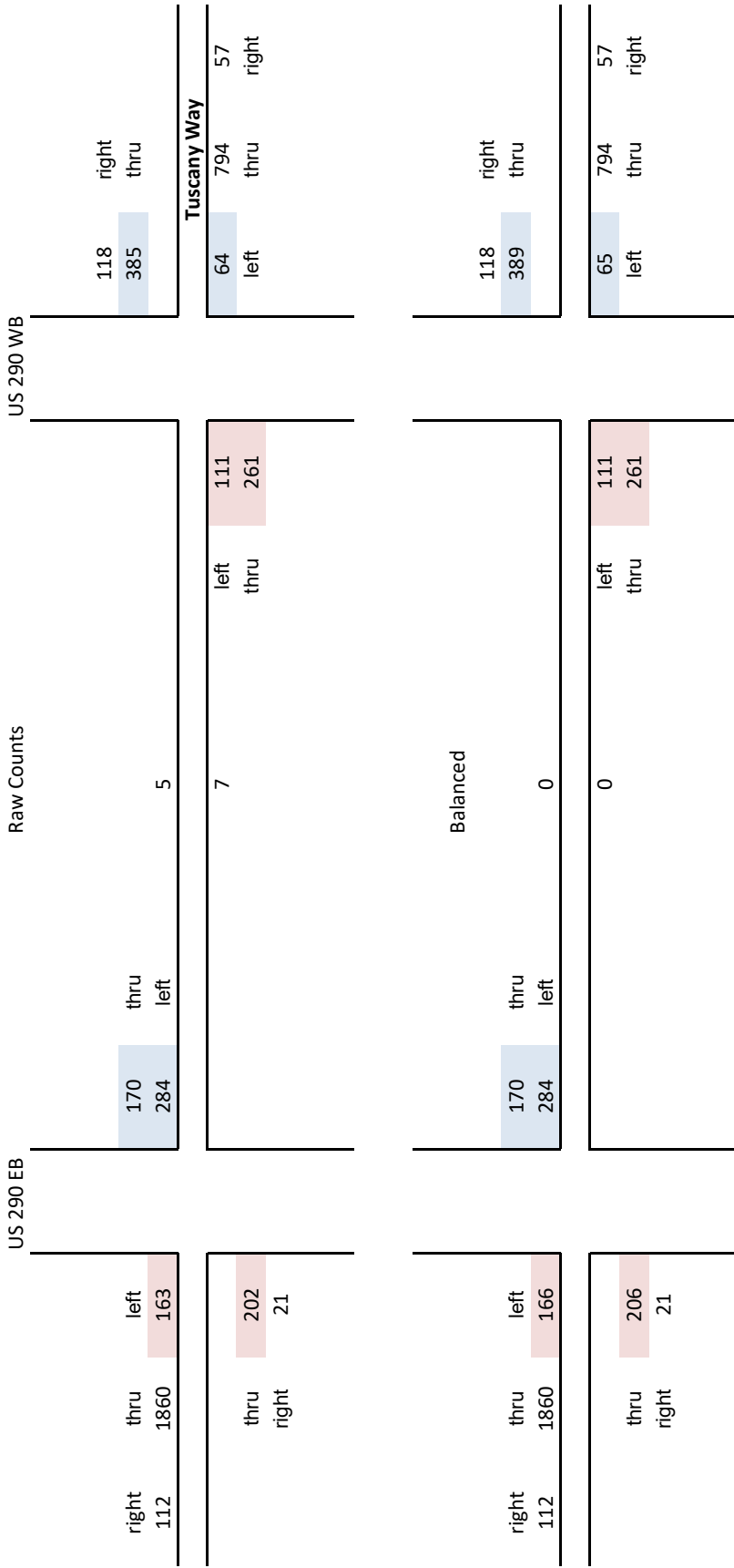
# Premier Logistics Park TIA

AM Peak - Diamond Balancing



# Premier Logistics Park TIA

PM Peak - Diamond Balancing





# Traffic Signal Authorization Form

Form Revised 2/27/2012

<u>City Name* or Rural Area</u>	<u>County</u>	<u>County No.</u>	<u>District</u>
Austin ETJ	Travis	227	Waco

Population by latest federal census\*: Uninc

\* If unincorporated city, show "Unic."; population not required.

<u>Hwy. No. &amp; Street Name (if any)</u>	<u>Mile Point</u>	<u>Control Section</u>	<u>Ref. Marker</u>
Major St. <u>Ferguson Lane</u>		Stop -	
Freeway frontage road? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			

Minor St. <u>Sprinkle Rd/Tuscany Way</u>	Stop -
Freeway frontage road? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

Signal Requested:  Flashing Beacon  Traffic Signal  Other

Request of (date): \_\_\_\_\_ by:  City  County  TxDOT  Individual

<b>District Traffic Section Recommendations:</b>			
<input type="checkbox"/> None	<input type="checkbox"/> Flashing Beacon	<input type="checkbox"/> Traffic Signal	<input type="checkbox"/> Other
Remarks: _____			
TxMUTCD Warrant(s) met (check): <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9			
Maintenance by: <input type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> TxDOT			
Installation by: <input type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> TxDOT <input type="checkbox"/> Contractor			
Funding by: <input type="checkbox"/> District			
<input type="checkbox"/> Urban (HES)			
<input type="checkbox"/> Preventive Maintenance Program (CPM)			
<input type="checkbox"/> Other (specify) _____			
Estimated Cost: _____		Proposed Letting Date: <u>N/A (Non-Site Spec Cont)</u>	
Traffic Section Signature _____		(date) _____	Project Manager & No. _____

Remarks: _____	
<b>Recommendations Approved:</b>	
District Engineer _____	(date) _____

Send one copy to the Traffic Operations Division (TRF-TE) for permanent file.



Form Revised 2/27/2012

# Traffic Survey — Count Analysis

## 2011 TMUTCD Warrants

County: Travis District: Austin  
 City: Austin ETJ Population: Uninc Survey Date: 01/07/2020

	Name	Control	Section	85% Speed
Major	Ferguson Lane	Stop		30 MPH
Minor	Sprinkle Road/Tuscany Way	Stop		

**Eight Highest Hours:** Include the same 8 hours for the Major and Minor St. volumes.

Time Ends	Major St. - Both App.		Minor St. - Hi. Vol. App.		Comments:
	Veh. Total	Ped. Total	Veh. Total	Ped. Total	
8:00 AM	724		167		
6:00 PM	509		288		
5:00 PM	460		249		
9:00 AM	513		156		
4:00 PM	339		182		
10:00 AM	314		125		
7:00 AM	344		87		
1:00 PM	280		138		

### Warrant 1. Eight Hour Vehicular Volume

Yes  No Meets 70%<sup>c</sup> (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%<sup>a</sup> (regardless of speed) of Condition A.  
 – *or* –  
 Yes  No Meets 70%<sup>c</sup> (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%<sup>a</sup> (regardless of speed) of Condition B.  
 – *or* –  
 Yes  No Meets 80%<sup>b</sup> of Conditions A and B.  
 – *or* –  
 Yes  No Meets 56%<sup>d</sup> of Conditions A and B (and major-street speed exceeds 40 mph or population less than 10,000).

### Condition A - Minimum Vehicle Volume

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)					Vehicles per hour on higher-volume Minor St approach (One Direction Only)				
Major Street	Minor Street	Required				Existing 62.8%	Required				Existing 58.0%
		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	
1	1	500	400	350	280	314	150	120	105	84	87
2 or more	1	600	480	420	336		150	120	105	84	
2 or more	2 or more	600	480	420	336		200	160	140	112	
1	2 or more	500	400	350	280		200	160	140	112	

### Condition B - Interruption of Continuous Traffic

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)					Vehicles per hour on higher-volume Minor St approach (One Direction Only)				
Major Street	Minor Street	Required				Existing 41.9%	Required				Existing 116.0%
		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	
1	1	750	600	525	420	314	75	60	53	42	87
2 or more	1	900	720	630	504		75	60	53	42	
2 or more	2 or more	900	720	630	504		100	80	70	56	
1	2 or more	750	600	525	420		100	80	70	56	

<sup>a</sup>Basic minimum hourly volume.

<sup>b</sup>Used for combination of Conditions A and B after adequate trial of other remedial measures.

<sup>c</sup>May be used when the major-street speed exceeds 40 mph or in a community with a population of less than 10,000.

<sup>d</sup>May be used for combination of Conditions A and B after adequate trial of other remedial measures when major street exceeds 40 mph or in an isolated community with a population of less than 10,000.

**Warrant 2. Four Hour Volumes (70% Factor)**

<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Meets each of 4 Highest Hours (Warrant 2 — see Figure 1).
---	---

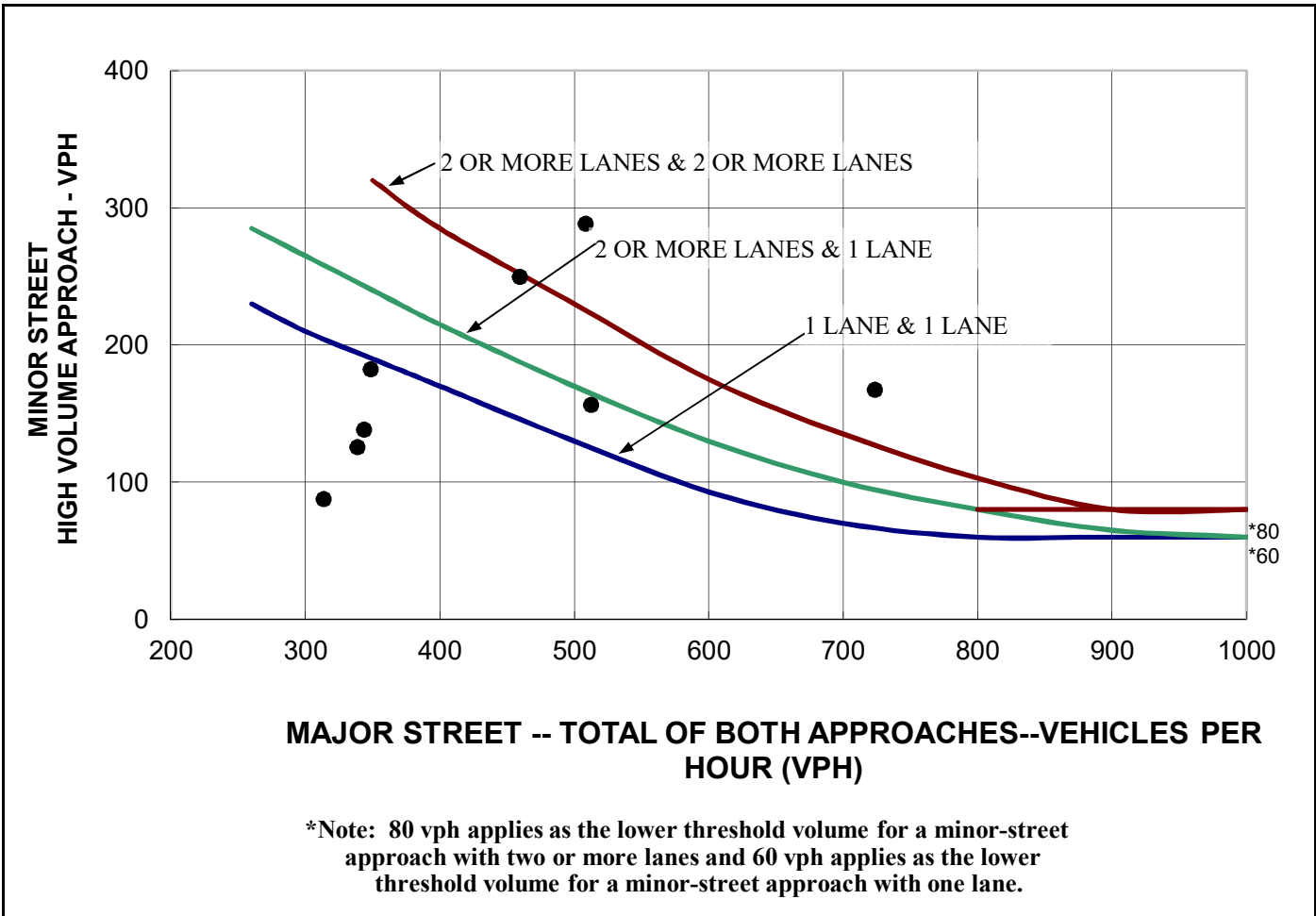


Figure 1. Four-hour volume warrant (community less than 10,000 population or above 40 MPH on major street). (Warrant 2.)

**Warrant 3. Peak Hour (70% Factor)**

<input type="checkbox"/> Yes <input type="checkbox"/> No	Are all of the following conditions true for any four consecutive 15 minute periods?  1. The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a stop sign equals or exceeds 4 vehicle-hours for a one-lane approach and 5 vehicle-hours for a two-lane approach, <i>and</i>  2. The volume of the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, <i>and</i>  3. The total entering volume serviced during the hour equals or exceeds 650 vph for intersections with three approaches or 800 vph for intersections with four (or more) approaches.
– <i>or</i> –	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Meets one High Hour (Warrant 3 — see Figure 2).

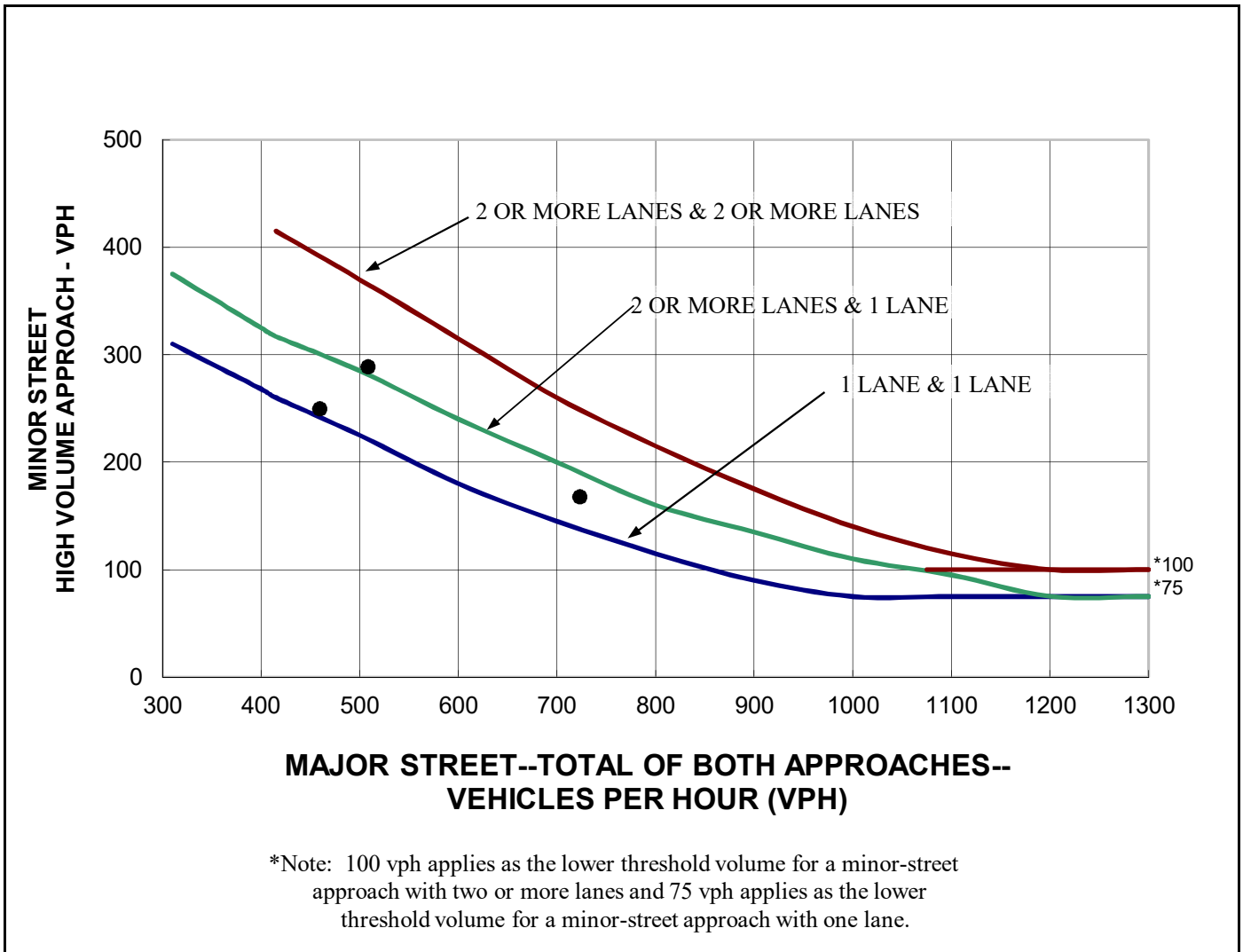


Figure 2. Peak hour volume warrant (community less than 10,000 population or above 40 MPH on major street). (Warrant 3.)

**Warrant 4. Four Hour Pedestrian Volumes (70% Factor)**

<input type="checkbox"/> Yes	<input type="checkbox"/> No	Meets each of 4 Highest Hours (Warrant4 — see Figure 3).	<b>N/A</b>
------------------------------	-----------------------------	--	------------

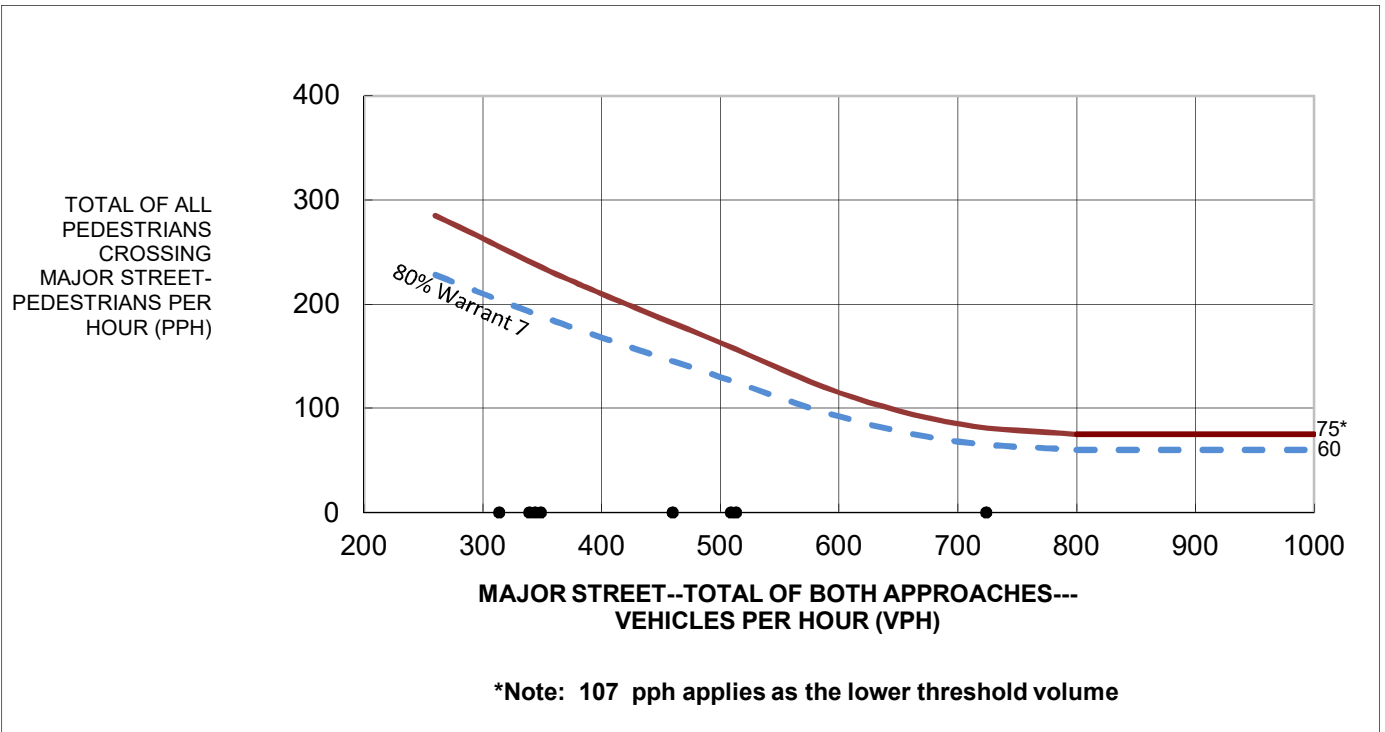


Figure 3. Four-hour pedestrian warrant (community less than 10,000 population or above 35 MPH on major street). (Warrant 4.)

**Warrant 4. Peak Hour Pedestrian Volumes (70% Factor)**

<input type="checkbox"/> Yes	<input type="checkbox"/> No	Meets Peak Hour Pedestrian (Warrant4 — see Figure 4).	<b>N/A</b>
------------------------------	-----------------------------	---	------------

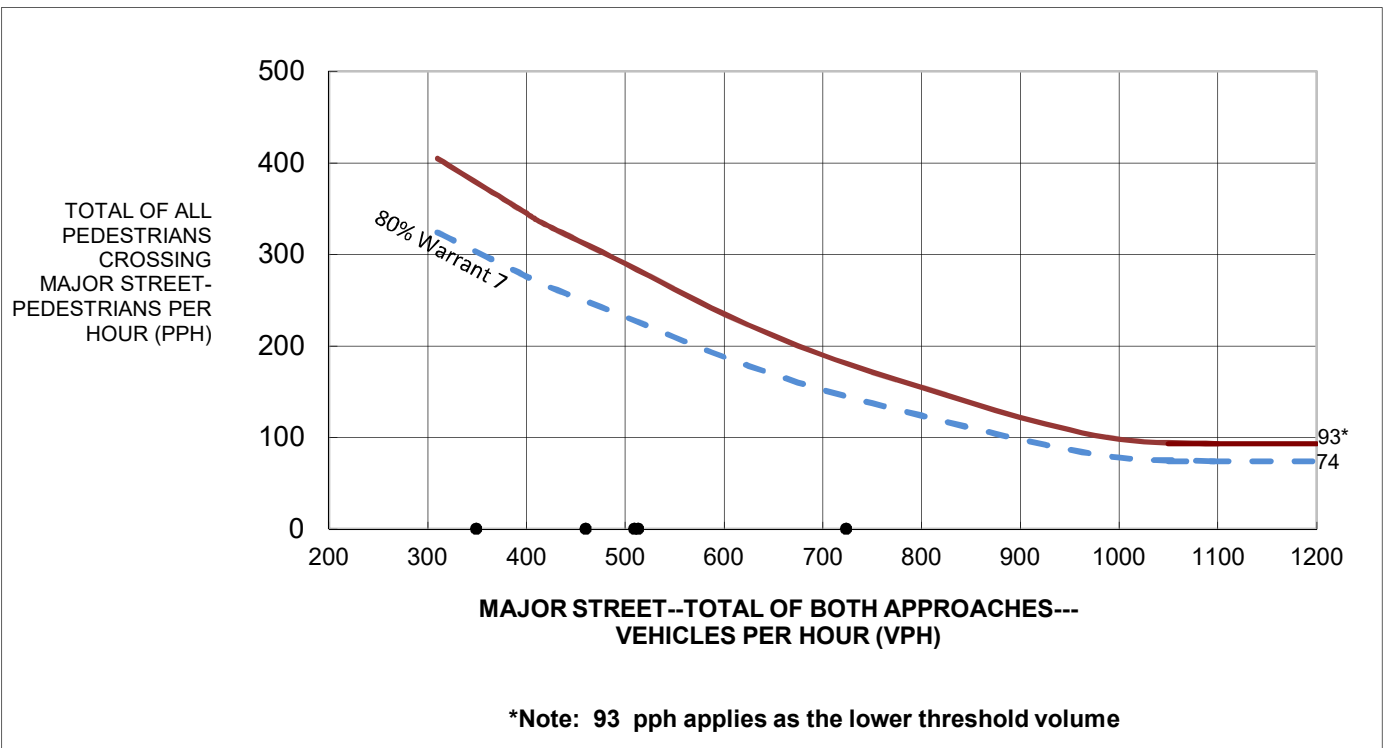


Figure 4. Peak hour pedestrian warrant (community less than 10,000 population or above 35 MPH on major street). (Warrant 4.)





**Warrant 5. School Crossing**

<input type="checkbox"/> Yes	<input type="checkbox"/> No	Is the number of adequate gaps in traffic stream during the period when the children are using the crossing less than the number of minutes in the same period? – <i>and</i> –
<b>N/A</b>		
<input type="checkbox"/> Yes	<input type="checkbox"/> No	Is there a minimum of 20 students during the highest crossing hour? – <i>and</i> –
<input type="checkbox"/> Yes	<input type="checkbox"/> No	Is the nearest signal located more than 300 feet away? (This warrant may be applied, if the proposed signal is less than 300 feet and does not restrict the progressive movement of traffic.)

**Warrant 6. Coordinated Signal System**

<input type="checkbox"/> Yes	<input type="checkbox"/> No	On a one-way street or a street with traffic predominantly in one direction, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur? – <i>or</i> –
<b>N/A</b>		
<input type="checkbox"/> Yes	<input type="checkbox"/> No	On a two-way street, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur and would the proposed and adjacent traffic control signal provide a progressive operation?

**Warrant 7. Crash Experience**

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Is one of the following conditions met?: ♦ 80% of Condition A or Condition B in Warrant 1 ♦ 56% of Condition A or B in Warrant 1 (major-street speed exceeding 40 mph or population less than 10,000) ♦ 80 % or more of Warrant 4 met? – <i>and</i> –
<input type="checkbox"/> Yes	<input type="checkbox"/> No	Have there been 5 or more reportable crashes susceptible to correction by a traffic signal within a 12 month period?

**Warrant 8. Roadway Network**

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is the total existing, or immediately projected, entering volume on all approaches greater than 1000 vehicles for each of any 5 hours of a Saturday and/or Sunday. – <i>or</i> –
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is the total existing, or immediately projected, entering volume greater than 1000 vehicles for the peak hour of a typical weekday, and do the 5 year projected traffic volumes meet one or more of Warrants 1, 2, and 3 during an average weekday?

Check applicable characteristics of each route:

Major Street	Minor Street	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	It is part of street or highway system that serves as the principal roadway network for through traffic flow.
<input type="checkbox"/>	<input type="checkbox"/>	It includes rural or suburban highways outside, entering, or traversing a city.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	It appears as a major route on an official plan such as a major street plan in an urban area traffic and transportation study.

Remarks:

**Warrant 9. Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)**

<input type="checkbox"/> Yes	<input type="checkbox"/> No	Meets one High Hour (Warrant 9 — see Figure 5).
------------------------------	-----------------------------	---

N/A

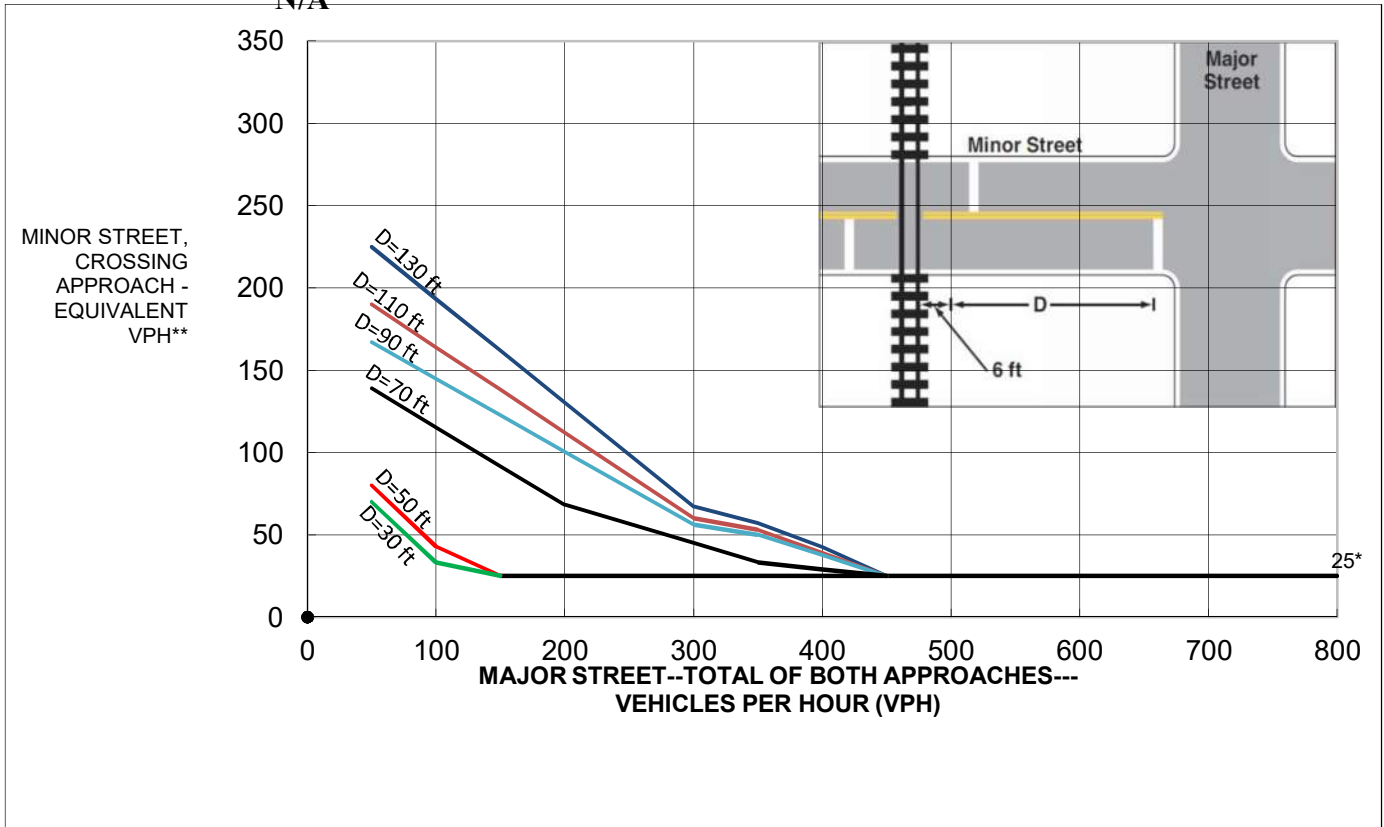


Figure 5. Railroad Grade Crossing (One Approach Lane at the Track Crossing).  
 (Warrant 9.)

\*25 vph applies as the lower threshold volume  
 \*\* VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

# Austin, Travis Co.

	MAJOR APPROACH Ferguson Lane 1 LANE(S) PER APPROACH				MINOR APPROACH Sprinkle Road/Tuscany Way 1 LANE(S) PER APPROACH				DATE: 01/07/2020 85th % SPEED: 30 MPH POPULATION: <10,000				
	Northbound		Southbound		Eastbound		Westbound		SUM MAJOR	HIGH MINOR	MAJOR APPR & HIGH MINOR	PED TOTAL XING MAJOR	RANK
	VEH	PEDS	VEH	PEDS	VEH	PEDS	VEH	PEDS					
12 MID	23		14		16		3		37	16	53		
1:00 AM	16		9		18		1		25	18	43		
2:00 AM	21		12		31		5		33	31	64		
3:00 AM	17		12		19		6		29	19	48		
4:00 AM	31		29		16		8		60	16	76		
5:00 AM	58		54		44		23		112	44	156		
6:00 AM	130		214		87		73		344	87	431		8
7:00 AM	176		548		167		128		724	167	891		1
8:00 AM	180		333		156		109		513	156	669		4
9:00 AM	160		154		125		55		314	125	439		7
10:00 AM	142		84		84		41		226	84	310		
11:00 AM	138		98		107		41		236	107	343		12
12 NOON	183		97		138		40		280	138	418		9
1:00 PM	156		84		127		43		240	127	367		11
2:00 PM	167		96		143		47		263	143	406		10
3:00 PM	234		105		182		54		339	182	521		6
4:00 PM	337		123		249		54		460	249	709		3
5:00 PM	376		133		288		57		509	288	797		2
6:00 PM	222		127		192		46		349	192	541		5
7:00 PM	149		70		121		32		219	121	340		
8:00 PM	122		53		80		28		175	80	255		
9:00 PM	94		42		55		20		136	55	191		
10:00 PM	59		24		44		14		83	44	127		
11:00 PM	31		20		28		7		51	28	79		
12 MID													

	Hours Met	Hours Req'd	
Warrant 1a	4	8	Not Satisfied
Warrant 1b	1	8	Not Satisfied
Warrant 1c	1	8	Not Satisfied
Warrant 1d	4	8	Not Satisfied
Warrant 2*	5	4	Satisfied
Warrant 3*	3	1	Satisfied
Warrant 4* 4 Hours		4	Not Satisfied
Warrant 4* Peak Hour		1	Not Satisfied
Warrant 7	8	8	Traffic Data Satisfied
Warrant 9		1	

\*See Rural Veh Graph

\*See Rural Veh Graph

\*See Rural Ped Graph

\*See Rural Ped Graph

Are there 5 or more crashes correctable by a signal?

Railroad Warrant Not Applicable







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## **Signal Timing Information**

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PLAN		← OLD		<div style="border: 1px solid black; display: inline-block; padding: 2px;">20</div>  OLI  OLB		<div style="border: 1px solid black; display: inline-block; padding: 2px;">10</div>  OLI  OLB		 OLH  OLG													
		.5 + 5.5 + 2		7.5 + 5.5 + 2		+ +		+ +													
		.5 + 5.5 + 2		9.5 + 5.5 + 2		+ +		+ +													
		.5 + 5.5 + 2		10.5 + 5.5 + 2		+ +		+ +													
		.5 + 5.5 + 2		6.5 + 5.5 + 2		+ +		+ +													
		+ +		+ +		+ +		+ +													
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FLAGS	PHASES	PHASE DATA TABLE #	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18	
OMITPHAS																					
OMITPED																					
MIN RECAL		PHASE TIMING																			
MAXRECAL																					
SOFT RCL																					
CDTL SRVC																					
PED RECAL		MIN GREEN																			
DUAL ETRY		PASSAGE																			
SMGAP		MAXGRN 1																			
RED REST		MAXGRN 2																			
AUTO PED		COND SERV																			
REST WALK		YEL CHG																			
PED REC Y		RED CLR																			
RED LOCK		WALK																			
YEL LOCK		PED CLR																			
NO EXT		ADDED INI																			
NO ADD INI		TIME TO RED																			
NO GAP PED		TIME BEFORE																			
NO RANGE		MIN GAP																			
NOMAX LOK		MAX INIT GRN																			

FLAGS	PHASES	PHASE DATA TABLE #	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18	
OMITPHAS																					
OMITPED																					
MIN RECAL		PHASE TIMING																			
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SOFT RCL																					
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PED RECAL		MIN GREEN																			
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NO ADD INI		TIME TO RED																			
NO GAP PED		TIME BEFORE																			
NO RANGE		MIN GAP																			
NOMAX LOK		MAX INIT GRN																			

NOTES:



INPUT CHANNEL		PHASES																																													
CONNECTIONS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21																									
FUNCTION TYPE																																															
FUNCTION INDEX																																															
CONNECTOR / BUI 1																																															
PIN 1																																															
CONNECTOR / BUI 2																																															
PIN 2																																															
CONNECTOR / BUI 3																																															
PIN 3																																															
P= PRIMARY S= SECONDARY M= MODIFIED	OVERLAP CONFIGURATION	OVLA	2	P																			OVERLAP SETTINGS	FLAGS/ PARAM	ENABLE																	X		X	X		
		141	P																							PED OVERLAP																					
			S																								FLASH YELLOW																				
			M																								ALTFASH HZ																				
		OVLB	2	P																						FLAGS	RECALL PRIMARY																				
				P																							RECALL SEC																				
				S																								PED RECALL																			
		M																							PED RECYCLE																						
		OVLC	2	P																					PARAMETERS	AUTO EXTEND																					
		OVLD	2	P																						MIN GREEN																					
		OVLE	2	P																						MAX GREEN																					
		OVLF	2	P																						GREEN CLEAR																					
		OVLG	2	P																						YEL CLEAR												4.5			4.5		4				
		OVLH	2	P																						RED CLEAR												1			1		1.5				
		OVLI	2	P																						WALK	WALK																				
S																							RESERVICE	PED CLEAR																							
M																								RESERVICE																							
X																																															
OVLI	2	P																				PRE-EMPT		1	3	4	5	6	SETTINGS	1	3	4	5	6													
OVLI	2	P																				ENABLE																									
OVLI	2	P																				NO MEM LOK																									
OVLI	2	P																				MAN ENABLE																									
OVLI	2	P																				NO OVER FLSH																									
OVLI	2	P																				NO OVER NEXT																									
OVLI	2	P																				OMITIN DELAY																									
OVLI	2	P																				RE MAX PRES																									
OVLI	2	P																				PED NOTDARK																									
OVLI	2	P																				MIN PRESENCE																									
OVLI	2	P																				DELAY																									

MAXRECAL		PHASE																		
SOFTRCL		TIMING																		
CDTL SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
RESTWALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NO GAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
MAX LOK		MAX INITGRN																		

**NOTES:**



## Traffic Volume Counts

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# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - AM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	76	595	1	0	672	35	2	35	0	72	0	149	40	0	189	1	0	1	0	2	935
07:15	75	652	0	0	727	44	0	35	0	79	1	195	27	0	223	0	0	3	0	3	1032
07:30	82	606	4	0	692	38	0	42	0	80	3	223	43	0	269	2	0	0	0	2	1043
07:45	90	632	2	0	724	39	1	62	0	102	0	193	37	0	230	0	0	2	0	2	1058
<b>Total</b>	<b>323</b>	<b>2485</b>	<b>7</b>	<b>0</b>	<b>2815</b>	<b>156</b>	<b>3</b>	<b>174</b>	<b>0</b>	<b>333</b>	<b>4</b>	<b>760</b>	<b>147</b>	<b>0</b>	<b>911</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>4068</b>
08:00	88	586	3	0	677	28	0	52	0	80	1	167	27	0	195	1	0	1	0	2	954
08:15	79	466	1	0	546	34	1	41	0	76	1	148	17	0	166	4	0	2	0	6	794
08:30	89	509	3	0	601	27	0	39	0	66	2	128	25	0	155	1	1	1	0	3	825
08:45	81	459	1	0	541	27	0	43	0	70	2	115	29	0	146	0	1	0	0	1	758
<b>Total</b>	<b>337</b>	<b>2020</b>	<b>8</b>	<b>0</b>	<b>2365</b>	<b>116</b>	<b>1</b>	<b>175</b>	<b>0</b>	<b>292</b>	<b>6</b>	<b>558</b>	<b>98</b>	<b>0</b>	<b>662</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>3331</b>
Grand Total	660	4505	15	0	5180	272	4	349	0	625	10	1318	245	0	1573	9	2	10	0	21	7399
Apprch %	12.7	87	0.3	0		43.5	0.6	55.8	0		0.6	83.8	15.6	0		42.9	9.5	47.6	0		
Total %	8.9	60.9	0.2	0	70	3.7	0.1	4.7	0	8.4	0.1	17.8	3.3	0	21.3	0.1	0	0.1	0	0.3	
Vehicles	639	4437										1245									
% Vehicles	96.8	98.5	93.3	0	98.3	88.2	75	96	0	92.5	90	94.5	93.9	0	94.3	88.9	100	100	0	95.2	96.9
Heavy Vehicles																					
% Heavy Vehicles	3.2	1.5	6.7	0	1.7	11.8	25	4	0	7.5	10	5.5	6.1	0	5.7	11.1	0	0	0	4.8	3.1

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	75	<b>652</b>	0	0	<b>727</b>	<b>44</b>	0	35	0	79	1	195	27	0	223	0	0	<b>3</b>	0	<b>3</b>	1032
07:30	82	606	4	0	692	38	0	42	0	80	3	<b>223</b>	<b>43</b>	0	<b>269</b>	2	0	0	0	2	1043
07:45	<b>90</b>	632	2	0	724	39	<b>1</b>	<b>62</b>	0	<b>102</b>	0	193	37	0	230	0	0	2	0	2	<b>1058</b>
08:00	88	586	3	0	677	28	0	52	0	80	1	167	27	0	195	1	0	1	0	2	954
Total Volume	335	2476	9	0	2820	149	1	191	0	341	5	778	134	0	917	3	0	6	0	9	4087
% App. Total	11.9	87.8	0.3	0		43.7	0.3	56	0		0.5	84.8	14.6	0		33.3	0	66.7	0		
PHF	.931	.949	.563	.000	.970	.847	.250	.770	.000	.836	.417	.872	.779	.000	.852	.375	.000	.500	.000	.750	.966
Vehicles	327	2442																			
% Vehicles	97.6	98.6	88.9	0	98.5	88.6	100	95.3	0	92.4	100	95.8	96.3	0	95.9	100	0	100	0	100	97.4
Heavy Vehicles																					
% Heavy Vehicles	2.4	1.4	11.1	0	1.5	11.4	0	4.7	0	7.6	0	4.2	3.7	0	4.1	0	0	0	0	0	2.6

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - AM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 2

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:15					07:15					07:45				
+0 mins.	75	<b>652</b>	0	0	<b>727</b>	<b>44</b>	0	35	0	79	1	195	27	0	223	0	0	<b>2</b>	0	2
+15 mins.	82	606	<b>4</b>	0	692	38	0	42	0	80	<b>3</b>	<b>223</b>	<b>43</b>	0	<b>269</b>	1	0	1	0	2
+30 mins.	<b>90</b>	632	2	0	724	39	<b>1</b>	<b>62</b>	0	<b>102</b>	0	193	37	0	230	<b>4</b>	0	2	0	<b>6</b>
+45 mins.	88	586	3	0	677	28	0	52	0	80	1	167	27	0	195	1	<b>1</b>	1	0	3
Total Volume	335	2476	9	0	2820	149	1	191	0	341	5	778	134	0	917	6	1	6	0	13
% App. Total	11.9	87.8	0.3	0		43.7	0.3	56	0		0.5	84.8	14.6	0		46.2	7.7	46.2	0	
PHF	.931	.949	.563	.000	.970	.847	.250	.770	.000	.836	.417	.872	.779	.000	.852	.375	.250	.750	.000	.542
Vehicles	327	244	8	0	2777	132	1	182	0	315	5	745	129	0	879	5	1	6	0	12
% Vehicles		2																		
Heavy Vehicles	8	34	1	0	43	17	0	9	0	26	0	33	5	0	38	1	0	0	0	1
% Heavy Vehicles	2.4	1.4	11.1	0	1.5	11.4	0	4.7	0	7.6	0	4.2	3.7	0	4.1	16.7	0	0	0	7.7

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - AM

Site Code : 1

Start Date : 12/5/2019

Page No : 3

Groups Printed- Vehicles

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	74	581	1	0	656	31	2	35	0	68	0	138	39	0	177	1	0	1	0	2	903
07:15	74	648	0	0	722	41	0	34	0	75	1	184	27	0	212	0	0	3	0	3	1012
07:30	78	599	3	0	680	34	0	38	0	72	3	212	40	0	255	2	0	0	0	2	1009
07:45	90	620	2	0	712	34	1	58	0	93	0	187	35	0	222	0	0	2	0	2	1029
<b>Total</b>	<b>316</b>	<b>2448</b>	<b>6</b>	<b>0</b>	<b>2770</b>	<b>140</b>	<b>3</b>	<b>165</b>	<b>0</b>	<b>308</b>	<b>4</b>	<b>721</b>	<b>141</b>	<b>0</b>	<b>866</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>3953</b>
08:00	85	575	3	0	663	23	0	52	0	75	1	162	27	0	190	1	0	1	0	2	930
08:15	74	463	1	0	538	25	0	40	0	65	0	138	16	0	154	3	0	2	0	5	762
08:30	88	501	3	0	592	27	0	39	0	66	2	119	19	0	140	1	1	1	0	3	801
08:45	76	450	1	0	527	25	0	39	0	64	2	105	27	0	134	0	1	0	0	1	726
<b>Total</b>	<b>323</b>	<b>1989</b>	<b>8</b>	<b>0</b>	<b>2320</b>	<b>100</b>	<b>0</b>	<b>170</b>	<b>0</b>	<b>270</b>	<b>5</b>	<b>524</b>	<b>89</b>	<b>0</b>	<b>618</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>3219</b>
Grand Total	639	4437	14	0	5090	240	3	335	0	578	9	1245	230	0	1484	8	2	10	0	20	7172
Apprch %	12.6	87.2	0.3	0		41.5	0.5	58	0		0.6	83.9	15.5	0		40	10	50	0		
Total %	8.9	61.9	0.2	0	71	3.3	0	4.7	0	8.1	0.1	17.4	3.2	0	20.7	0.1	0	0.1	0	0.3	

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	74	<b>648</b>	0	0	<b>722</b>	41	0	34	0	75	1	184	27	0	212	0	0	<b>3</b>	0	<b>3</b>	1012
07:30	78	599	3	0	680	34	0	38	0	72	3	<b>212</b>	<b>40</b>	0	<b>255</b>	2	0	0	0	2	1009
07:45	<b>90</b>	620	2	0	712	34	<b>1</b>	<b>58</b>	0	<b>93</b>	0	187	35	0	222	0	0	2	0	2	<b>1029</b>
08:00	85	575	3	0	663	23	0	52	0	75	1	162	27	0	190	1	0	1	0	2	930
Total Volume	327	2442	8	0	2777	132	1	182	0	315	5	745	129	0	879	3	0	6	0	9	3980
% App. Total	11.8	87.9	0.3	0		41.9	0.3	57.8	0		0.6	84.8	14.7	0		33.3	0	66.7	0		
PHF	.908	.942	.667	.000	.962	.805	.250	.784	.000	.847	.417	.879	.806	.000	.862	.375	.000	.500	.000	.750	.967

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:15					07:15					07:45				
+0 mins.	74	<b>648</b>	0	0	<b>722</b>	41	0	34	0	72	3	<b>212</b>	<b>40</b>	0	<b>255</b>	1	0	<b>2</b>	0	2
+15 mins.	78	599	3	0	680	34	0	38	0	72	3	212	40	0	255	1	0	1	0	2
+30 mins.	<b>90</b>	620	2	0	712	34	<b>1</b>	<b>58</b>	0	<b>93</b>	0	187	35	0	222	3	0	2	0	5
+45 mins.	85	575	3	0	663	23	0	52	0	75	1	162	27	0	190	1	<b>1</b>	<b>1</b>	0	3
Total Volume	327	2442	8	0	2777	132	1	182	0	315	5	745	129	0	879	5	1	6	0	12
% App. Total	11.8	87.9	0.3	0		41.9	0.3	57.8	0		0.6	84.8	14.7	0		41.7	8.3	50	0	
PHF	.908	.942	.667	.000	.962	.805	.250	.784	.000	.847	.417	.879	.806	.000	.862	.417	.250	.750	.000	.600

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - AM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	2	14	0	0	16	4	0	0	0	4	0	11	1	0	12	0	0	0	0	0	32
07:15	1	4	0	0	5	3	0	1	0	4	0	11	0	0	11	0	0	0	0	0	20
07:30	4	7	1	0	12	4	0	4	0	8	0	11	3	0	14	0	0	0	0	0	34
07:45	0	12	0	0	12	5	0	4	0	9	0	6	2	0	8	0	0	0	0	0	29
<b>Total</b>	<b>7</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>16</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>39</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>
08:00	3	11	0	0	14	5	0	0	0	5	0	5	0	0	5	0	0	0	0	0	24
08:15	5	3	0	0	8	9	1	1	0	11	1	10	1	0	12	1	0	0	0	1	32
08:30	1	8	0	0	9	0	0	0	0	0	0	9	6	0	15	0	0	0	0	0	24
08:45	5	9	0	0	14	2	0	4	0	6	0	10	2	0	12	0	0	0	0	0	32
<b>Total</b>	<b>14</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>16</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>112</b>
Grand Total	21	68	1	0	90	32	1	14	0	47	1	73	15	0	89	1	0	0	0	1	227
Apprch %	23.3	75.6	1.1	0		68.1	2.1	29.8	0		1.1	82	16.9	0		100	0	0	0		
Total %	9.3	30	0.4	0	39.6	14.1	0.4	6.2	0	20.7	0.4	32.2	6.6	0	39.2	0.4	0	0	0	0.4	

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	4	7	1	0	12	4	0	4	0	8	0	11	3	0	14	0	0	0	0	0	34
07:45	0	12	0	0	12	5	0	4	0	9	0	6	2	0	8	0	0	0	0	0	29
08:00	3	11	0	0	14	5	0	0	0	5	0	5	0	0	5	0	0	0	0	0	24
08:15	5	3	0	0	8	9	1	1	0	11	1	10	1	0	12	1	0	0	0	1	32
Total Volume	12	33	1	0	46	23	1	9	0	33	1	32	6	0	39	1	0	0	0	1	119
% App. Total	26.1	71.7	2.2	0		69.7	3	27.3	0		2.6	82.1	15.4	0		100	0	0	0		
PHF	.600	.688	.250	.000	.821	.639	.250	.563	.000	.750	.250	.727	.500	.000	.696	.250	.000	.000	.000	.250	.875

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30					07:30					07:00					07:30				
+0 mins.	4	7	1			4					11									
+15 mins.	0	12	0	0	12	5	0	4	0	9	0	11	0	0	11	0	0	0	0	0
+30 mins.	3	11	0	0	14	5	0	0	0	5	0	11	3	0	14	0	0	0	0	0
+45 mins.	5	3	0	0	8	9	1	1	0	11	0	6	2	0	8	1	0	0	0	1
Total Volume	12	33	1	0	46	23	1	9	0	33	0	39	6	0	45	1	0	0	0	1
% App. Total	26.1	71.7	2.2	0		69.7	3	27.3	0		0	86.1	13.3	0		100	0	0	0	
PHF	.60	.68	.25	.00	.821	.63	.25	.56	.00	.750	.00	.88	.50	.00	.804	.25	.00	.00	.00	.250
	0	8	0	0		9	0	3	0		0	6	0	0		0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - AM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - PM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	68	211	0	0	279	39	0	64	0	103	1	443	34	1	479	7	2	4	0	13	874
16:15	49	236	4	0	289	30	0	61	0	91	3	432	40	0	475	3	2	1	0	6	861
16:30	56	237	1	0	294	31	0	60	0	91	0	460	37	0	497	7	4	6	0	17	899
16:45	67	257	3	0	327	29	1	74	0	104	0	476	37	0	513	5	0	1	0	6	950
<b>Total</b>	<b>240</b>	<b>941</b>	<b>8</b>	<b>0</b>	<b>1189</b>	<b>129</b>	<b>1</b>	<b>259</b>	<b>0</b>	<b>389</b>	<b>4</b>	<b>1811</b>	<b>148</b>	<b>1</b>	<b>1964</b>	<b>22</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>42</b>	<b>3584</b>
17:00	60	264	0	0	324	44	0	79	0	123	1	492	34	0	527	3	2	3	0	8	982
17:15	55	252	1	0	308	29	0	66	0	95	0	502	40	0	542	1	1	1	0	3	948
17:30	48	258	0	0	306	31	1	65	0	97	0	473	44	0	517	2	0	4	0	6	926
17:45	66	226	0	0	292	23	0	58	0	81	0	435	49	0	484	0	1	1	0	2	859
<b>Total</b>	<b>229</b>	<b>1000</b>	<b>1</b>	<b>0</b>	<b>1230</b>	<b>127</b>	<b>1</b>	<b>268</b>	<b>0</b>	<b>396</b>	<b>1</b>	<b>1902</b>	<b>167</b>	<b>0</b>	<b>2070</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>3715</b>
Grand Total	469	1941	9	0	2419	256	2	527	0	785	5	3713	315	1	4034	28	12	21	0	61	7299
Apprch %	19.4	80.2	0.4	0		32.6	0.3	67.1	0		0.1	92	7.8	0		45.9	19.7	34.4	0		
Total %	6.4	26.6	0.1	0	33.1	3.5	0	7.2	0	10.8	0.1	50.9	4.3	0	55.3	0.4	0.2	0.3	0	0.8	
Vehicles	440	1853										3639									
% Vehicles	93.8	95.5	66.7	0	95	98.4	0	97.9	0	97.8	100	98	98.1	100	98	89.3	75	95.2	0	88.5	96.9
Heavy Vehicles																					
% Heavy Vehicles	6.2	4.5	33.3	0	5	1.6	100	2.1	0	2.2	0	2	1.9	0	2	10.7	25	4.8	0	11.5	3.1

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	67	257	3	0	327	29	1	74	0	104	0	476	37	0	513	5	0	1	0	6	950
17:00	60	264	0	0	324	44	0	79	0	123	1	492	34	0	527	3	2	3	0	8	982
17:15	55	252	1	0	308	29	0	66	0	95	0	502	40	0	542	1	1	1	0	3	948
17:30	48	258	0	0	306	31	1	65	0	97	0	473	44	0	517	2	0	4	0	6	926
Total Volume	230	1031	4	0	1265	133	2	284	0	419	1	1943	155	0	2099	11	3	9	0	23	3806
% App. Total	18.2	81.5	0.3	0		31.7	0.5	67.8	0		0	92.6	7.4	0		47.8	13	39.1	0		
PHF	.858	.976	.333	.000	.967	.756	.500	.899	.000	.852	.250	.968	.881	.000	.968	.550	.375	.563	.000	.719	.969
Vehicles	219	982	1	0	1202	133	0	278	0	411	1	1909									
% Vehicles	95.2	95.2	25.0	0	95.0	100	0	97.9	0	98.1	100	98.3	98.7	0	98.3	81.8	33.3	100	0	82.6	97.1
Heavy Vehicles																					
% Heavy Vehicles	4.8	4.8	75.0	0	5.0	0	100	2.1	0	1.9	0	1.7	1.3	0	1.7	18.2	66.7	0	0	17.4	2.9



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - PM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 2

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					16:45					16:45					16:00				
+0 mins.	67	257	3	0	327	29	1	74	0	104	0	476	37	0	513	7	2	4	0	13
+15 mins.	60	264	0	0	324	44	0	79	0	123	1	492	34	0	527	3	2	1	0	6
+30 mins.	55	252	1	0	308	29	0	66	0	95	0	502	40	0	542	7	4	6	0	17
+45 mins.	48	258	0	0	306	31	1	65	0	97	0	473	44	0	517	5	0	1	0	6
Total Volume	230	1031	4	0	1265	133	2	284	0	419	1	1943	155	0	2099	22	8	12	0	42
% App. Total	18.2	81.5	0.3	0		31.7	0.5	67.8	0		0	92.6	7.4	0		52.4	19	28.6	0	
PHF	.858	.976	.333	.000	.967	.756	.500	.899	.000	.852	.250	.968	.881	.000	.968	.786	.500	.500	.000	.618
Vehicles	219	982	1	0	1202	133	0	278	0	411	1	1909	153	0	2063	19	8	11	0	38
% Vehicles																				
Heavy Vehicles	11	49	3	0	63	0	2	6	0	8	0	34	2	0	36	3	0	1	0	4
% Heavy Vehicles	4.8	4.8	75	0	5	0	100	2.1	0	1.9	0	1.7	1.3	0	1.7	13.6	0	8.3	0	9.5

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - PM

Site Code : 1

Start Date : 12/5/2019

Page No : 3

Groups Printed- Vehicles

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	65	201	0	0	266	39	0	63	0	102	1	431	34	1	467	7	2	3	0	12	847
16:15	44	221	4	0	269	28	0	60	0	88	3	423	36	0	462	3	2	1	0	6	825
16:30	50	230	1	0	281	30	0	58	0	88	0	449	37	0	486	6	4	6	0	16	871
16:45	62	238	0	0	300	29	0	73	0	102	0	465	37	0	502	3	0	1	0	4	908
<b>Total</b>	221	890	5	0	1116	126	0	254	0	380	4	1768	144	1	1917	19	8	11	0	38	3451
17:00	56	248	0	0	304	44	0	78	0	122	1	486	32	0	519	3	0	3	0	6	951
17:15	54	245	1	0	300	29	0	64	0	93	0	492	40	0	532	1	1	1	0	3	928
17:30	47	251	0	0	298	31	0	63	0	94	0	466	44	0	510	2	0	4	0	6	908
17:45	62	219	0	0	281	22	0	57	0	79	0	427	49	0	476	0	0	1	0	1	837
<b>Total</b>	219	963	1	0	1183	126	0	262	0	388	1	1871	165	0	2037	6	1	9	0	16	3624
Grand Total	440	1853	6	0	2299	252	0	516	0	768	5	3639	309	1	3954	25	9	20	0	54	7075
Apprch %	19.1	80.6	0.3	0		32.8	0	67.2	0		0.1	92	7.8	0		46.3	16.7	37	0		
Total %	6.2	26.2	0.1	0	32.5	3.6	0	7.3	0	10.9	0.1	51.4	4.4	0	55.9	0.4	0.1	0.3	0	0.8	

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	62	238	0	0	300	29	0	73	0	102	0	465	37	0	502	3	0	1	0	4	908
17:00	56	248	0	0	304	44	0	78	0	122	1	486	32	0	519	3	0	3	0	6	951
17:15	54	245	1	0	300	29	0	64	0	93	0	492	40	0	532	1	1	1	0	3	928
17:30	47	251	0	0	298	31	0	63	0	94	0	466	44	0	510	2	0	4	0	6	908
Total Volume	219	982	1	0	1202	133	0	278	0	411	1	1909	153	0	2063	9	1	9	0	19	3695
% App. Total	18.2	81.7	0.1	0		32.4	0	67.6	0		0	92.5	7.4	0		47.4	5.3	47.4	0		
PHF	.883	.978	.250	.000	.988	.756	.000	.891	.000	.842	.250	.970	.869	.000	.969	.750	.250	.563	.000	.792	.971

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					16:45					16:45					16:00					
+0 mins.	62					44	0	78	0	122	1	486	32	0	519	7					
+15 mins.	56	248	0	0	304	29	0	64	0	93	0	492	40	0	532	3	2	1	0	6	
+30 mins.	54	245	1	0	300	29	0	64	0	93	0	492	40	0	532	6	4	6	0	16	
+45 mins.	47	251	0	0	298	31	0	63	0	94	0	466	44	0	510	3	0	1	0	4	
Total Volume	219	982	1	0	1202	133	0	278	0	411	1	1909	153	0	2063	19	8	11	0	38	
% App. Total	18.	81.				32.	0	67.	0		0	92.	7.4	0		50	21.	28.			
	2	7	0.1	0		4	0	6	0		0	5	7.4	0		50	1	9	0		
PHF	.88	.97	.25	.00	.988	.75	.00	.89	.00	.842	.25	.97	.86	.00	.969	.67	.50	.45	.00	.594	
	3	8	0	0		6	0	1	0	.842	0	0	9	0	.969	9	0	8	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - PM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	3	10	0	0	13	0	0	1	0	1	0	12	0	0	12	0	0	1	0	1	27
16:15	5	15	0	0	20	2	0	1	0	3	0	9	4	0	13	0	0	0	0	0	36
16:30	6	7	0	0	13	1	0	2	0	3	0	11	0	0	11	1	0	0	0	1	28
16:45	5	19	3	0	27	0	1	1	0	2	0	11	0	0	11	2	0	0	0	2	42
<b>Total</b>	19	51	3	0	73	3	1	5	0	9	0	43	4	0	47	3	0	1	0	4	133
17:00	4	16	0	0	20	0	0	1	0	1	0	6	2	0	8	0	2	0	0	2	31
17:15	1	7	0	0	8	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	20
17:30	1	7	0	0	8	0	1	2	0	3	0	7	0	0	7	0	0	0	0	0	18
17:45	4	7	0	0	11	1	0	1	0	2	0	8	0	0	8	0	1	0	0	1	22
<b>Total</b>	10	37	0	0	47	1	1	6	0	8	0	31	2	0	33	0	3	0	0	3	91
<b>Grand Total</b>	29	88	3	0	120	4	2	11	0	17	0	74	6	0	80	3	3	1	0	7	224
Apprch %	24.2	73.3	2.5	0		23.5	11.8	64.7	0		0	92.5	7.5	0		42.9	42.9	14.3	0		
Total %	12.9	39.3	1.3	0	53.6	1.8	0.9	4.9	0	7.6	0	33	2.7	0	35.7	1.3	1.3	0.4	0	3.1	

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	5	15	0	0	20	2	0	1	0	3	0	9	4	0	13	0	0	0	0	0	36
16:30	6	7	0	0	13	1	0	2	0	3	0	11	0	0	11	1	0	0	0	1	28
16:45	5	19	3	0	27	0	1	1	0	2	0	11	0	0	11	2	0	0	0	2	42
17:00	4	16	0	0	20	0	0	1	0	1	0	6	2	0	8	0	2	0	0	2	31
Total Volume	20	57	3	0	80	3	1	5	0	9	0	37	6	0	43	3	2	0	0	5	137
% App. Total	25	71.2	3.8	0		33.3	11.1	55.6	0		0	86	14	0		60	40	0	0		
PHF	.833	.750	.250	.000	.741	.375	.250	.625	.000	.750	.000	.841	.375	.000	.827	.375	.250	.000	.000	.625	.815

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					16:00					16:00					16:15				
+0 mins.	5	15	0	0	20	0	0	1	0	1	0	12	4	0	13	1	0	0	0	1
+15 mins.	6	7	0	0	13	2	0	1	0	3	0	9	4	0	13	2	0	0	0	2
+30 mins.	5	19	3	0	27	1	0	2	0	3	0	11	0	0	11	2	0	0	0	2
+45 mins.	4	16	0	0	20	0	1	1	0	2	0	11	0	0	11	0	2	0	0	2
Total Volume	20	57	3	0	80	3	1	5	0	9	0	43	4	0	47	3	2	0	0	5
% App. Total	25	71.2	3.8	0		33.3	11.1	55.6	0		0	91.2	8.5	0		60	40	0	0	
PHF	.83	.75	.25	.00	.741	.37	.25	.62	.00	.750	.00	.89	.25	.00	.904	.37	.25	.00	.00	.625
	3	0	0	0		5	0	5	0		0	6	0	0		5	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Cameron Rd & Ferguson Lane - PM  
Site Code : 1  
Start Date : 12/5/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0
17:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
<b>Total</b>	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
<b>Grand Total</b>	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	4
Apprch %	100	0	0	0		0	0	0	0		0	33.3	66.7	0		0	0	0	0		
Total %	25	0	0	0	25	0	0	0	0	0	0	25	50	0	75	0	0	0	0	0	

Start Time	Cameron Rd Southbound					Ferguson Lane Westbound					Cameron Rd Northbound					Driveway Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
% App. Total	0	0	0	0	0	0	0	0	0	0	0	50	50	0		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					16:00					16:00					16:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		0	50	50	0		0	0	0	0		
PHF	.25	.00	.00	.00	.250	.00	.00	.00	.00	.000	.00	.25	.25	.00	.500	.00	.00	.00	.00	.000	
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - AM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	66	64	0	130	1	20	0	0	21	37	4	1	0	42	20	6	43	0	69	262
07:15	0	78	62	0	140	0	47	0	0	47	25	14	1	0	40	11	8	54	0	73	300
07:30	0	90	63	0	153	1	31	0	0	32	33	5	1	0	39	8	17	45	0	70	294
07:45	2	52	87	0	141	4	33	0	0	37	39	10	0	0	49	14	9	53	0	76	303
<b>Total</b>	<b>2</b>	<b>286</b>	<b>276</b>	<b>0</b>	<b>564</b>	<b>6</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>134</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>170</b>	<b>53</b>	<b>40</b>	<b>195</b>	<b>0</b>	<b>288</b>	<b>1159</b>
08:00	1	53	63	0	117	2	27	0	0	29	38	13	1	0	52	12	7	37	0	56	254
08:15	0	40	50	0	90	1	25	1	0	27	33	9	6	0	48	13	12	51	0	76	241
08:30	0	29	31	0	60	2	19	1	0	22	29	8	2	0	39	11	13	46	0	70	191
08:45	0	22	38	0	60	1	20	0	0	21	31	9	0	0	40	12	13	65	0	90	211
<b>Total</b>	<b>1</b>	<b>144</b>	<b>182</b>	<b>0</b>	<b>327</b>	<b>6</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>99</b>	<b>131</b>	<b>39</b>	<b>9</b>	<b>0</b>	<b>179</b>	<b>48</b>	<b>45</b>	<b>199</b>	<b>0</b>	<b>292</b>	<b>897</b>
Grand Total	3	430	458	0	891	12	222	2	0	236	265	72	12	0	349	101	85	394	0	580	2056
Apprch %	0.3	48.3	51.4	0		5.1	94.1	0.8	0		75.9	20.6	3.4	0		17.4	14.7	67.9	0		
Total %	0.1	20.9	22.3	0	43.3	0.6	10.8	0.1	0	11.5	12.9	3.5	0.6	0	17	4.9	4.1	19.2	0	28.2	
Vehicles	3	420	449	0	872	12	218	2	0	232	251	64	12	0	327	92	84	368	0	544	1975
% Vehicles																					
Heavy Vehicles	0	10	9	0	19	0	4	0	0	4	14	8	0	0	22	9	1	26	0	36	81
% Heavy Vehicles	0	2.3	2	0	2.1	0	1.8	0	0	1.7	5.3	11.1	0	0	6.3	8.9	1.2	6.6	0	6.2	3.9

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	66	64	0	130	1	20	0	0	21	37	4	1	0	42	20	6	43	0	69	262
07:15	0	78	62	0	140	0	47	0	0	47	25	14	1	0	40	11	8	54	0	73	300
07:30	0	90	63	0	153	1	31	0	0	32	33	5	1	0	39	8	17	45	0	70	294
07:45	2	52	87	0	141	4	33	0	0	37	39	10	0	0	49	14	9	53	0	76	303
Total Volume	2	286	276	0	564	6	131	0	0	137	134	33	3	0	170	53	40	195	0	288	1159
% App. Total	0.4	50.7	48.9	0		4.4	95.6	0	0		78.8	19.4	1.8	0		18.4	13.9	67.7	0		
PHF	.250	.794	.793	.000	.922	.375	.697	.000	.000	.729	.859	.589	.750	.000	.867	.663	.588	.903	.000	.947	.956
Vehicles	2	281	270	0	553	6	128	0	0	134	130	31	3	0	164	49	40	188	0	277	1128
% Vehicles		98.3	97.8	0	98.0	100	97.7	0	0	97.8	97.0	93.9	100	0	96.5	92.5	100	96.4	0	96.2	97.3
Heavy Vehicles																					
% Heavy Vehicles	0	1.7	2.2	0	2.0	0	2.3	0	0	2.2	3.0	6.1	0	0	3.5	7.5	0	3.6	0	3.8	2.7

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - AM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 2

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:15					07:30					08:00				
+0 mins.	0	66	64	0	130	0	<b>47</b>	0	0	<b>47</b>	33	5	1	0	39	12	7	37	0	56
+15 mins.	0	78	62	0	140	1	31	0	0	32	<b>39</b>	10	0	0	49	<b>13</b>	12	51	0	76
+30 mins.	0	<b>90</b>	63	0	<b>153</b>	<b>4</b>	33	0	0	37	<b>38</b>	<b>13</b>	1	0	<b>52</b>	11	<b>13</b>	46	0	70
+45 mins.	<b>2</b>	52	<b>87</b>	0	141	2	27	0	0	29	33	9	<b>6</b>	0	48	12	13	<b>65</b>	0	<b>90</b>
Total Volume	2	286	276	0	564	7	138	0	0	145	143	37	8	0	188	48	45	199	0	292
% App. Total	0.4	50.7	48.9	0		4.8	95.2	0	0		76.1	19.7	4.3	0		16.4	15.4	68.2	0	
PHF	.250	.794	.793	.000	.922	.438	.734	.000	.000	.771	.917	.712	.333	.000	.904	.923	.865	.765	.000	.811
Vehicles	2	281	270	0	553	7	135	0	0	142	135	31	8	0	174	43	44	180	0	267
% Vehicles																				
Heavy Vehicles	0	5	6	0	11	0	3	0	0	3	8	6	0	0	14	5	1	19	0	25
% Heavy Vehicles	0	1.7	2.2	0	2	0	2.2	0	0	2.1	5.6	16.2	0	0	7.4	10.4	2.2	9.5	0	8.6

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - AM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	63	62	0	125	1	20	0	0	21	36	3	1	0	40	20	6	43	0	69	255
07:15	0	77	61	0	138	0	47	0	0	47	24	14	1	0	39	11	8	52	0	71	295
07:30	0	90	62	0	152	1	30	0	0	31	31	5	1	0	37	5	17	42	0	64	284
07:45	2	51	85	0	138	4	31	0	0	35	39	9	0	0	48	13	9	51	0	73	294
<b>Total</b>	2	281	270	0	553	6	128	0	0	134	130	31	3	0	164	49	40	188	0	277	1128
08:00	1	52	62	0	115	2	27	0	0	29	36	9	1	0	46	12	7	33	0	52	242
08:15	0	40	50	0	90	1	25	1	0	27	29	8	6	0	43	12	12	44	0	68	228
08:30	0	26	29	0	55	2	18	1	0	21	28	8	2	0	38	11	12	43	0	66	180
08:45	0	21	38	0	59	1	20	0	0	21	28	8	0	0	36	8	13	60	0	81	197
<b>Total</b>	1	139	179	0	319	6	90	2	0	98	121	33	9	0	163	43	44	180	0	267	847
Grand Total	3	420	449	0	872	12	218	2	0	232	251	64	12	0	327	92	84	368	0	544	1975
Apprch %	0.3	48.2	51.5	0		5.2	94	0.9	0	232	76.8	19.6	3.7	0	327	16.9	15.4	67.6	0	544	
Total %	0.2	21.3	22.7	0	44.2	0.6	11	0.1	0	11.7	12.7	3.2	0.6	0	16.6	4.7	4.3	18.6	0	27.5	

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	63	62	0	125	1	20	0	0	21	36	3	1	0	40	20	6	43	0	69	255
07:15	0	77	61	0	138	0	47	0	0	47	24	14	1	0	39	11	8	52	0	71	295
07:30	0	90	62	0	152	1	30	0	0	31	31	5	1	0	37	5	17	42	0	64	284
07:45	2	51	85	0	138	4	31	0	0	35	39	9	0	0	48	13	9	51	0	73	294
Total Volume	2	281	270	0	553	6	128	0	0	134	130	31	3	0	164	49	40	188	0	277	1128
% App. Total	0.4	50.8	48.8	0		4.5	95.5	0	0	232	79.3	18.9	1.8	0	327	17.7	14.4	67.9	0	544	
PHF	.250	.781	.794	.000	.910	.375	.681	.000	.000	.713	.833	.554	.750	.000	.854	.613	.588	.904	.000	.949	.956

	07:00					07:15					07:45					07:00				
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total
+0 mins.	0	63	62	0	125	0	47	0	0	47	39	9	1	0	48	20	8	52	0	71
+15 mins.	0	77	61	0	138	1	30	0	0	31	36	9	1	0	46	11	8	52	0	71
+30 mins.	0	90	62	0	152	4	31	0	0	35	29	8	6	0	43	5	17	42	0	64
+45 mins.	2	51	85	0	138	2	27	0	0	29	28	8	2	0	38	13	9	51	0	73
Total Volume	2	281	270	0	553	7	135	0	0	142	132	34	9	0	175	49	40	188	0	277
% App. Total	0.4	50.8	48.8	0		4.9	95.5	0	0	232	75.1	19.6	5.1	0	327	17.7	14.4	67.9	0	544
PHF	.250	.781	.794	.000	.910	.438	.711	.000	.000	.755	.844	.941	.375	.000	.911	.613	.588	.904	.000	.949

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - AM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	3	2	0	5	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	7
07:15	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	5
07:30	0	0	1	0	1	0	1	0	0	1	2	0	0	0	2	3	0	3	0	6	10
07:45	0	1	2	0	3	0	2	0	0	2	0	1	0	0	1	1	0	2	0	3	9
<b>Total</b>	0	5	6	0	11	0	3	0	0	3	4	2	0	0	6	4	0	7	0	11	31
08:00	0	1	1	0	2	0	0	0	0	0	2	4	0	0	6	0	0	4	0	4	12
08:15	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	1	0	7	0	8	13
08:30	0	3	2	0	5	0	1	0	0	1	1	0	0	0	1	0	1	3	0	4	11
08:45	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	4	0	5	0	9	14
<b>Total</b>	0	5	3	0	8	0	1	0	0	1	10	6	0	0	16	5	1	19	0	25	50
Grand Total	0	10	9	0	19	0	4	0	0	4	14	8	0	0	22	9	1	26	0	36	81
Apprch %	0	52.6	47.4	0		0	100	0	0		63.6	36.4	0	0		25	2.8	72.2	0		
Total %	0	12.3	11.1	0	23.5	0	4.9	0	0	4.9	17.3	9.9	0	0	27.2	11.1	1.2	32.1	0	44.4	

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	1	1	0	2	0	0	0	0	0	2	4	0	0	6	0	0	4	0	4	12
08:15	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	1	0	7	0	8	13
08:30	0	3	2	0	5	0	1	0	0	1	1	0	0	0	1	0	1	3	0	4	11
08:45	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	4	0	5	0	9	14
Total Volume	0	5	3	0	8	0	1	0	0	1	10	6	0	0	16	5	1	19	0	25	50
% App. Total	0	62.5	37.5	0		0	100	0	0		62.5	37.5	0	0		20	4	76	0		
PHF	.000	.417	.375	.000	.400	.000	.250	.000	.000	.250	.625	.375	.000	.000	.667	.313	.250	.679	.000	.694	.893

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:00					08:00					08:00				
+0 mins.	0	3	2	0	5	0	0	0	0	0	4	4	0	0	6	1	0	7	0	8
+15 mins.	0	1	1	0	2	0	0	0	0	0	1	1	0	0	1	0	1	3	0	4
+30 mins.	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	2	0	3	0	2	0	0	2	3	1	0	0	4	4	0	5	0	9
Total Volume	0	5	6	0	11	0	3	0	0	3	10	6	0	0	16	5	1	19	0	25
% App. Total	0	45.	54.	0		0	100	0	0		62.	37.	0	0		20	4	76	0	
PHF	.00	.41	.75	.00	.550	.00	.37	.00	.00	.375	.62	.37	.00	.00	.667	.31	.25	.67	.00	.694
	0	7	0	0		0	5	0	0		5	5	0	0		3	0	9	0	



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - AM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00																						
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00						
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.00	.000	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - PM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 1

## Groups Printed- Vehicles - Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	23	18	0	41	0	14	0	0	14	43	41	1	0	85	53	38	50	0	141	281
16:15	1	13	12	0	26	0	15	0	0	15	42	31	4	0	77	40	21	44	0	105	223
16:30	0	11	17	0	28	1	13	1	0	15	40	39	2	0	81	53	30	39	0	122	246
16:45	0	8	18	0	26	0	10	0	0	10	32	43	3	0	78	67	40	48	0	155	269
<b>Total</b>	<b>1</b>	<b>55</b>	<b>65</b>	<b>0</b>	<b>121</b>	<b>1</b>	<b>52</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>157</b>	<b>154</b>	<b>10</b>	<b>0</b>	<b>321</b>	<b>213</b>	<b>129</b>	<b>181</b>	<b>0</b>	<b>523</b>	<b>1019</b>
17:00	0	13	28	0	41	0	6	0	0	6	42	72	4	0	118	68	35	64	0	167	332
17:15	0	13	17	0	30	1	18	0	0	19	37	61	4	0	102	71	23	36	0	130	281
17:30	1	21	19	0	41	1	23	1	0	25	41	41	2	0	84	58	30	28	0	116	266
17:45	0	8	15	0	23	0	12	0	0	12	31	32	1	0	64	44	28	40	0	112	211
<b>Total</b>	<b>1</b>	<b>55</b>	<b>79</b>	<b>0</b>	<b>135</b>	<b>2</b>	<b>59</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>151</b>	<b>206</b>	<b>11</b>	<b>0</b>	<b>368</b>	<b>241</b>	<b>116</b>	<b>168</b>	<b>0</b>	<b>525</b>	<b>1090</b>
Grand Total	2	110	144	0	256	3	111	2	0	116	308	360	21	0	689	454	245	349	0	1048	2109
Apprch %	0.8	43	56.2	0		2.6	95.7	1.7	0		44.7	52.2	3	0		43.3	23.4	33.3	0		
Total %	0.1	5.2	6.8	0	12.1	0.1	5.3	0.1	0	5.5	14.6	17.1	1	0	32.7	21.5	11.6	16.5	0	49.7	
Vehicles	1	105	142	0	248	2	107	2	0	111	293	354	18	0	665	452	241	319	0	1012	2036
% Vehicles																					
Heavy Vehicles	1	5	2	0	8	1	4	0	0	5	15	6	3	0	24	2	4	30	0	36	73
% Heavy Vehicles	50	4.5	1.4	0	3.1	33.3	3.6	0	0	4.3	4.9	1.7	14.3	0	3.5	0.4	1.6	8.6	0	3.4	3.5

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	8	18	0	26	0	10	0	0	10	32	43	3	0	78	67	40	48	0	155	269
17:00	0	13	28	0	41	0	6	0	0	6	42	72	4	0	118	68	35	64	0	167	332
17:15	0	13	17	0	30	1	18	0	0	19	37	61	4	0	102	71	23	36	0	130	281
17:30	1	21	19	0	41	1	23	1	0	25	41	41	2	0	84	58	30	28	0	116	266
Total Volume	1	55	82	0	138	2	57	1	0	60	152	217	13	0	382	264	128	176	0	568	1148
% App. Total	0.7	39.9	59.4	0		3.3	95	1.7	0		39.8	56.8	3.4	0		46.5	22.5	31	0		
PHF	.250	.655	.732	.000	.841	.500	.620	.250	.000	.600	.905	.753	.813	.000	.809	.930	.800	.688	.000	.850	.864
Vehicles	1	53	81	0	135	1	55	1	0	57	144	216	12	0	372	262	125	165	0	552	1116
% Vehicles		96.4	98.8	0	97.8	50.0	96.5	100	0	95.0	94.7	99.5	92.3	0	97.4	99.2	97.7	93.8	0	97.2	97.2
Heavy Vehicles																					
% Heavy Vehicles	0	3.6	1.2	0	2.2	50.0	3.5	0	0	5.0	5.3	0.5	7.7	0	2.6	0.8	2.3	6.3	0	2.8	2.8

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - PM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 2

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					17:00					16:45					16:30				
+0 mins.	0	8	18	0	26	0	6	0	0	6	32	43	3	0	78	53	30	39	0	122
+15 mins.	0	13	<b>28</b>	0	<b>41</b>	1	18	0	0	19	<b>42</b>	<b>72</b>	<b>4</b>	0	<b>118</b>	67	<b>40</b>	48	0	155
+30 mins.	0	13	17	0	30	1	<b>23</b>	1	0	<b>25</b>	37	61	4	0	102	68	35	<b>64</b>	0	<b>167</b>
+45 mins.	<b>1</b>	<b>21</b>	19	0	41	0	12	0	0	12	41	41	2	0	84	<b>71</b>	23	36	0	130
Total Volume	1	55	82	0	138	2	59	1	0	62	152	217	13	0	382	259	128	187	0	574
% App. Total	0.7	39.9	59.4	0		3.2	95.2	1.6	0		39.8	56.8	3.4	0		45.1	22.3	32.6	0	
PHF	.250	.655	.732	.000	.841	.500	.641	.250	.000	.620	.905	.753	.813	.000	.809	.912	.800	.730	.000	.859
Vehicles	1	53	81	0	135	1	56	1	0	58	144	216	12	0	372	258	126	173	0	557
% Vehicles																				
Heavy Vehicles	0	2	1	0	3	1	3	0	0	4	8	1	1	0	10	1	2	14	0	17
% Heavy Vehicles	0	3.6	1.2	0	2.2	50	5.1	0	0	6.5	5.3	0.5	7.7	0	2.6	0.4	1.6	7.5	0	3

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - PM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	20	17	0	37	0	14	0	0	14	42	40	1	0	83	53	37	47	0	137	271
16:15	0	13	12	0	25	0	14	0	0	14	40	31	3	0	74	40	21	38	0	99	212
16:30	0	11	17	0	28	1	13	1	0	15	39	37	1	0	77	53	30	35	0	118	238
16:45	0	8	18	0	26	0	10	0	0	10	30	42	2	0	74	67	38	42	0	147	257
<b>Total</b>	0	52	64	0	116	1	51	1	0	53	151	150	7	0	308	213	126	162	0	501	978
17:00	0	12	28	0	40	0	5	0	0	5	40	72	4	0	116	67	35	61	0	163	324
17:15	0	13	16	0	29	0	17	0	0	17	36	61	4	0	101	71	23	35	0	129	276
17:30	1	20	19	0	40	1	23	1	0	25	38	41	2	0	81	57	29	27	0	113	259
17:45	0	8	15	0	23	0	11	0	0	11	28	30	1	0	59	44	28	34	0	106	199
<b>Total</b>	1	53	78	0	132	1	56	1	0	58	142	204	11	0	357	239	115	157	0	511	1058
Grand Total	1	105	142	0	248	2	107	2	0	111	293	354	18	0	665	452	241	319	0	1012	2036
Apprch %	0.4	42.3	57.3	0		1.8	96.4	1.8	0		44.1	53.2	2.7	0		44.7	23.8	31.5	0		
Total %	0	5.2	7	0	12.2	0.1	5.3	0.1	0	5.5	14.4	17.4	0.9	0	32.7	22.2	11.8	15.7	0	49.7	

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	8	18	0	26	0	10	0	0	10	30	42	2	0	74	67	<b>38</b>	42	0	147	257
17:00	0	12	<b>28</b>	0	<b>40</b>	0	5	0	0	5	<b>40</b>	<b>72</b>	<b>4</b>	0	<b>116</b>	67	35	<b>61</b>	0	<b>163</b>	<b>324</b>
17:15	0	13	16	0	29	0	17	0	0	17	36	61	4	0	101	71	23	35	0	129	276
17:30	1	<b>20</b>	19	0	40	1	<b>23</b>	1	0	<b>25</b>	38	41	2	0	81	57	29	27	0	113	259
Total Volume	1	53	81	0	135	1	55	1	0	57	144	216	12	0	372	262	125	165	0	552	1116
% App. Total	0.7	39.3	60	0		1.8	96.5	1.8	0		38.7	58.1	3.2	0		47.5	22.6	29.9	0		
PHF	.250	.663	.723	.000	.844	.250	.598	.250	.000	.570	.900	.750	.750	.000	.802	.923	.822	.676	.000	.847	.861

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					17:00					16:45					16:30				
+0 mins.	0	8	18	0	26	0	5	0	0	5	30	42	2	0	74	53	30	35	0	118
+15 mins.	0	12	<b>28</b>	0	<b>40</b>	0	5	0	0	5	<b>40</b>	<b>72</b>	<b>4</b>	0	<b>116</b>	67	<b>38</b>	61	0	<b>163</b>
+30 mins.	0	13	16	0	29	1	<b>23</b>	1	0	<b>25</b>	36	61	4	0	101	67	35	<b>61</b>	0	<b>163</b>
+45 mins.	1	<b>20</b>	19	0	40	0	11	0	0	11	38	41	2	0	81	71	23	35	0	129
Total Volume	1	53	81	0	135	1	56	1	0	58	144	216	12	0	372	258	126	173	0	557
% App. Total	0.7	39.3	60	0		1.7	96.6	1.7	0		38.7	58.1	3.2	0		46.5	22.6	31.5	0	
PHF	.25	.66	.72	.00	.844	.25	.60	.25	.00	.580	.90	.75	.75	.00	.802	.90	.82	.70	.00	.854
	0	3	3	0		0	9	0	0		0	0	0	0		8	9	9	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - PM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	3	1	0	4	0	0	0	0	0	1	1	0	0	2	0	1	3	0	4	4
16:15	1	0	0	0	1	0	1	0	0	1	2	0	1	0	3	0	0	6	0	6	11
16:30	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	0	4	0	4	8
16:45	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	0	2	6	0	8	12
<b>Total</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>22</b>	<b>41</b>
17:00	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	1	0	3	0	4	8
17:15	0	0	1	0	1	1	1	0	0	2	1	0	0	0	1	0	0	1	0	1	5
17:30	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	1	1	1	0	3	7
17:45	0	0	0	0	0	0	1	0	0	1	3	2	0	0	5	0	0	6	0	6	12
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>14</b>	<b>32</b>
<b>Grand Total</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>4</b>	<b>30</b>	<b>0</b>	<b>36</b>	<b>73</b>
Apprch %	12.5	62.5	25	0		20	80	0	0		62.5	25	12.5	0		5.6	11.1	83.3	0		
Total %	1.4	6.8	2.7	0	11	1.4	5.5	0	0	6.8	20.5	8.2	4.1	0	32.9	2.7	5.5	41.1	0	49.3	

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
<b>Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 16:00</b>																					
16:00	0	3	1	0	4	0	0	0	0	0	1	1	0	0	2	0	1	3	0	4	10
16:15	1	0	0	0	1	0	1	0	0	1	2	0	1	0	3	0	0	6	0	6	11
16:30	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	0	4	0	4	8
16:45	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	0	2	6	0	8	12
<b>Total Volume</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>22</b>	<b>41</b>
% App. Total	20	60	20	0		0	100	0	0		46.2	30.8	23.1	0		0	13.6	86.4	0		
PHF	.250	.250	.250	.000	.313	.000	.250	.000	.000	.250	.750	.500	.750	.000	.813	.000	.375	.792	.000	.688	.854

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	16:00					17:00					16:00					16:00				
<b>+0 mins.</b>	0	3	1	0	4	1	1	0	0	2	2	0	1	0	3	0	0	6	0	6
<b>+15 mins.</b>	1	0	0	0	1	1	1	0	0	2	1	2	1	0	4	0	0	4	0	4
<b>+30 mins.</b>	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	0	2	6	0	8
<b>+45 mins.</b>	0	0	0	0	0	0	1	0	0	1	2	1	1	0	4	0	2	6	0	8
<b>Total Volume</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>22</b>
% App. Total	20	60	20	0		25	75	0	0		46.2	30.8	23.1	0		0	13.6	86.4	0	
PHF	.25	.25	.25	.00	.313	.25	.75	.00	.00	.500	.75	.50	.75	.00	.813	.00	.37	.79	.00	.688
	0	0	0	0		0	0	0	0		0	0	0	0		0	5	2	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Sprinkle Rd-Tuscany Way & Ferguson Lane - PM  
Site Code : 2  
Start Date : 12/5/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Sprinkle Rd Southbound					Ferguson Rd Westbound					Tuscany Way Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume																				
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - AM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	97	4	0	101	0	0	0	0	0	13	21	0	0	34	2	0	3	0	5	140
07:15	0	119	13	0	132	0	0	0	0	0	26	25	0	0	51	0	0	4	0	4	187
07:30	0	105	5	0	110	0	0	0	0	0	20	25	0	0	45	1	0	12	0	13	168
07:45	0	104	8	0	112	0	0	0	0	0	23	34	0	0	57	1	0	6	0	7	176
<b>Total</b>	0	425	30	0	455	0	0	0	0	0	82	105	0	0	187	4	0	25	0	29	671
08:00	0	81	3	0	84	1	0	0	0	1	23	31	0	0	54	1	0	4	0	5	144
08:15	0	51	3	0	54	0	0	0	0	0	13	21	0	0	34	6	0	9	0	15	103
08:30	0	62	4	0	66	0	0	0	0	0	12	27	0	0	39	3	0	9	0	12	117
08:45	0	52	5	0	57	0	0	0	0	0	14	21	0	0	35	3	0	6	1	10	102
<b>Total</b>	0	246	15	0	261	1	0	0	0	1	62	100	0	0	162	13	0	28	1	42	466
Grand Total	0	671	45	0	716	1	0	0	0	1	144	205	0	0	349	17	0	53	1	71	1137
Apprch %	0	93.7	6.3	0		100	0	0	0		41.3	58.7	0	0		23.9	0	74.6	1.4		
Total %	0	59	4	0	63	0.1	0	0	0	0.1	12.7	18	0	0	30.7	1.5	0	4.7	0.1	6.2	
Vehicles	0	666	44	0	710	1	0	0	0	1	143	201	0	0	344	16	0	53	1	70	1125
% Vehicles																					
Heavy Vehicles	0	5	1	0	6	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	12
% Heavy Vehicles	0	0.7	2.2	0	0.8	0	0	0	0	0	0.7	2	0	0	1.4	5.9	0	0	0	1.4	1.1

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	119	13	0	132	0	0	0	0	0	26	25	0	0	51	0	0	4	0	4	187
07:30	0	105	5	0	110	0	0	0	0	0	20	25	0	0	45	1	0	12	0	13	168
07:45	0	104	8	0	112	0	0	0	0	0	23	34	0	0	57	1	0	6	0	7	176
08:00	0	81	3	0	84	1	0	0	0	1	23	31	0	0	54	1	0	4	0	5	144
Total Volume	0	409	29	0	438	1	0	0	0	1	92	115	0	0	207	3	0	26	0	29	675
% App. Total	0	93.4	6.6	0		100	0	0	0		44.4	55.6	0	0		10.3	0	89.7	0		
PHF	.000	.859	.558	.000	.830	.250	.000	.000	.000	.250	.885	.846	.000	.000	.908	.750	.000	.542	.000	.558	.902
Vehicles	0	404	28	0	432	1	0	0	0	1	92	112	0	0	204	3	0	26	0	29	666
% Vehicles		98.8	96.6	0	98.6	100	0	0	0	100	100	97.4	0	0	98.6	100	0	100	0	100	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	1.2	3.4	0	1.4	0	0	0	0	0	0	2.6	0	0	1.4	0	0	0	0	0	1.3

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - PM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	43	1	0	44	0	0	0	0	0	9	62	0	0	71	9	0	25	0	34	149
16:15	0	36	1	0	37	0	0	0	0	0	8	79	0	0	87	6	0	19	0	25	149
16:30	0	42	4	0	46	0	0	0	0	0	9	88	0	0	97	2	0	26	0	28	171
16:45	0	36	0	0	36	0	0	0	0	0	8	107	0	0	115	9	0	25	0	34	185
<b>Total</b>	0	157	6	0	163	0	0	0	0	0	34	336	0	0	370	26	0	95	0	121	654
17:00	0	42	5	0	47	0	0	2	0	2	7	114	1	0	122	10	2	28	0	40	211
17:15	0	62	6	0	68	0	0	0	0	0	12	131	0	0	143	4	0	18	0	22	233
17:30	0	62	3	1	66	0	0	0	0	0	14	119	0	0	133	3	0	19	0	22	221
17:45	0	37	2	0	39	0	0	0	0	0	9	89	0	0	98	6	0	22	0	28	165
<b>Total</b>	0	203	16	1	220	0	0	2	0	2	42	453	1	0	496	23	2	87	0	112	830
Grand Total	0	360	22	1	383	0	0	2	0	2	76	789	1	0	866	49	2	182	0	233	1484
Apprch %	0	94	5.7	0.3		0	0	100	0		8.8	91.1	0.1	0		21	0.9	78.1	0		
Total %	0	24.3	1.5	0.1	25.8	0	0	0.1	0	0.1	5.1	53.2	0.1	0	58.4	3.3	0.1	12.3	0	15.7	
Vehicles	0	356	22	1	379	0	0	2	0	2	74	784	1	0	859	47	2	180	0	229	1469
% Vehicles																					
Heavy Vehicles	0	4	0	0	4	0	0	0	0	0	2	5	0	0	7	2	0	2	0	4	15
% Heavy Vehicles	0	1.1	0	0	1	0	0	0	0	0	2.6	0.6	0	0	0.8	4.1	0	1.1	0	1.7	1

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	36	0	0	36	0	0	0	0	0	8	107	0	0	115	9	0	25	0	34	185
17:00	0	42	5	0	47	0	0	2	0	2	7	114	1	0	122	<b>10</b>	<b>2</b>	<b>28</b>	0	<b>40</b>	211
17:15	0	<b>62</b>	<b>6</b>	0	<b>68</b>	0	0	0	0	0	12	<b>131</b>	0	0	<b>143</b>	4	0	18	0	22	<b>233</b>
17:30	0	62	3	1	66	0	0	0	0	0	<b>14</b>	119	0	0	133	3	0	19	0	22	221
Total Volume	0	202	14	1	217	0	0	2	0	2	41	471	1	0	513	26	2	90	0	118	850
% App. Total	0	93.1	6.5	0.5		0	0	100	0		8	91.8	0.2	0		22	1.7	76.3	0		
PHF	.000	.815	.583	.250	.798	.000	.000	.250	.000	.250	.732	.899	.250	.000	.897	.650	.250	.804	.000	.738	.912
Vehicles	0	200	14	1	215	0	0	2	0	2	39	467	1	0	507	26	2	89	0	117	841
% Vehicles		99.0	100	100	99.1	0	0	100	0	100	95.1	99.2	100	0	98.8	100	100	98.9	0	99.2	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	1.0	0	0	0.9	0	0	0	0	0	4.9	0.8	0	0	1.2	0	0	1.1	0	0.8	1.1



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - PM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 2

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	17:00					16:15					16:45					16:15					
+0 mins.	0	42	5	0	47	0	0	0	0	0	8	107	0	0	115	6	0	19	0	25	
+15 mins.	0	<b>62</b>	<b>6</b>	0	<b>68</b>	0	0	0	0	0	7	114	1	0	122	2	0	26	0	28	
+30 mins.	0	62	3	1	66	0	0	0	0	0	12	<b>131</b>	0	0	<b>143</b>	9	0	25	0	34	
+45 mins.	0	37	2	0	39	0	0	<b>2</b>	0	<b>2</b>	<b>14</b>	119	0	0	133	<b>10</b>	<b>2</b>	<b>28</b>	0	<b>40</b>	
Total Volume	0	203	16	1	220	0	0	2	0	2	41	471	1	0	513	27	2	98	0	127	
% App. Total	0	92.3	7.3	0.5		0	0	100	0		8	91.8	0.2	0		21.3	1.6	77.2	0		
PHF	.000	.819	.667	.250	.809	.000	.000	.250	.000	.250	.732	.899	.250	.000	.897	.675	.250	.875	.000	.794	
Vehicles	0	202	16	1	219	0	0	2	0	2	39	467	1	0	507	26	2	96	0	124	
% Vehicles																					
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	2	4	0	0	6	1	0	2	0	3	
% Heavy Vehicles	0	0.5	0	0	0.5	0	0	0	0	0	4.9	0.8	0	0	1.2	3.7	0	2	0	2.4	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - PM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	43	1	0	44	0	0	0	0	0	9	62	0	0	71	8	0	25	0	33	148
16:15	0	34	1	0	35	0	0	0	0	0	8	79	0	0	87	5	0	18	0	23	145
16:30	0	42	4	0	46	0	0	0	0	0	9	87	0	0	96	2	0	26	0	28	170
16:45	0	35	0	0	35	0	0	0	0	0	8	106	0	0	114	9	0	24	0	33	182
<b>Total</b>	0	154	6	0	160	0	0	0	0	0	34	334	0	0	368	24	0	93	0	117	645
17:00	0	42	5	0	47	0	0	2	0	2	6	112	1	0	119	10	2	28	0	40	208
17:15	0	61	6	0	67	0	0	0	0	0	11	130	0	0	141	4	0	18	0	22	230
17:30	0	62	3	1	66	0	0	0	0	0	14	119	0	0	133	3	0	19	0	22	221
17:45	0	37	2	0	39	0	0	0	0	0	9	89	0	0	98	6	0	22	0	28	165
<b>Total</b>	0	202	16	1	219	0	0	2	0	2	40	450	1	0	491	23	2	87	0	112	824
Grand Total	0	356	22	1	379	0	0	2	0	2	74	784	1	0	859	47	2	180	0	229	1469
Apprch %	0	93.9	5.8	0.3		0	0	100	0		8.6	91.3	0.1	0		20.5	0.9	78.6	0		
Total %	0	24.2	1.5	0.1	25.8	0	0	0.1	0	0.1	5	53.4	0.1	0	58.5	3.2	0.1	12.3	0	15.6	

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	35	0	0	35	0	0	0	0	0	8	106	0	0	114	9	0	24	0	33	182
17:00	0	42	5	0	47	0	0	2	0	2	6	112	1	0	119	10	2	28	0	40	208
17:15	0	61	6	0	67	0	0	0	0	0	11	130	0	0	141	4	0	18	0	22	230
17:30	0	62	3	1	66	0	0	0	0	0	14	119	0	0	133	3	0	19	0	22	221
Total Volume	0	200	14	1	215	0	0	2	0	2	39	467	1	0	507	26	2	89	0	117	841
% App. Total	0	93	6.5	0.5		0	0	100	0		7.7	92.1	0.2	0		22.2	1.7	76.1	0		
PHF	.000	.806	.583	.250	.802	.000	.000	.250	.000	.250	.696	.898	.250	.000	.899	.650	.250	.795	.000	.731	.914

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	17:00					16:15					16:45					16:15					
+0 mins.	0	42	5	0	47	0	0	0	0	0	8	106	0	0	114	5	0	18	0	23	
+15 mins.	0	61	6	0	67								1								
+30 mins.	0	62	3	1	66	0	0	0	0	0	11	130	0	0	141	9	0	24	0	33	
+45 mins.	0	37	2	0	39	0	0	2	0	2	14	119	0	0	133	10	2	28	0	40	
Total Volume	0	202	16	1	219	0	0	2	0	2	39	467	1	0	507	26	2	96	0	124	
% App. Total	0	92	7.3	0.5		0	0	100	0		7.7	92	0.2	0		21	1.6	77	4	0	
PHF	.00	.81	.66	.25	.817	.00	.00	.25	.00	.250	.69	.89	.25	.00	.899	.65	.25	.85	.00	.775	
	0	5	7	0		0	0	0	0		6	8	0	0		0	0	7	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - PM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2	4
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
16:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	3
<b>Total</b>	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	4	9
17:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
17:15	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	6
<b>Grand Total</b>	0	4	0	0	4	0	0	0	0	0	2	5	0	0	7	2	0	2	0	4	4	15
Apprch %	0	100	0	0		0	0	0	0		28.6	71.4	0	0		50	0	50	0			
Total %	0	26.7	0	0	26.7	0	0	0	0	0	13.3	33.3	0	0	46.7	13.3	0	13.3	0	26.7		

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 16:15																						
16:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4	4
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
16:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	3
17:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
Total Volume	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	1	0	2	0	3	3	11
% App. Total	0	100	0	0		0	0	0	0		20	80	0	0		33.3	0	66.7	0			
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.250	.500	.000	.000	.417	.250	.000	.500	.000	.375	.688	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00					16:30					16:00									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1				
+15 mins.	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	2	5	0	0	7	2	0	2	0	4
% App. Total	0	100	0	0		0	0	0	0		28.6	71.4	0	0		50	0	50	0	
PHF	.00	.37	.00	.00	.375	.00	.00	.00	.00	.000	.50	.62	.00	.00	.583	.50	.00	.50	.00	.500
	0	5	0	0		0	0	0	0		0	5	0	0		0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - PM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total					
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total						
16:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	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	0
16:30	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	0
16:45	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	0
<b>Total</b>	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	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	0
17:15	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	0
17:30	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	0
17:45	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	0
<b>Total</b>	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	0
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total					
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total						
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 16:00																										
16:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	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	0
16:30	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	0
16:45	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	0
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00					16:00									
+0 mins.	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	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
+30 mins.	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
+45 mins.	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
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00	.00	.25	.00	.250	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - AM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 2

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					07:15					07:15					08:00					
+0 mins.	0	97	4	0	101	0	0	0	0	0	26	25	0	0	51	1	0	4	0	5	
+15 mins.	0	119	13	0	132	0	0	0	0	0	20	25	0	0	45	6	0	9	0	15	
+30 mins.	0	105	5	0	110	0	0	0	0	0	23	34	0	0	57	3	0	9	0	12	
+45 mins.	0	104	8	0	112	1	0	0	0	1	23	31	0	0	54	3	0	6	1	10	
Total Volume	0	425	30	0	455	1	0	0	0	1	92	115	0	0	207	13	0	28	1	42	
% App. Total	0	93.4	6.6	0		100	0	0	0		44.4	55.6	0	0		31	0	66.7	2.4		
PHF	.000	.893	.577	.000	.862	.250	.000	.000	.000	.250	.885	.846	.000	.000	.908	.542	.000	.778	.250	.700	
Vehicles	0	421	29	0	450	1	0	0	0	1	92	112	0	0	204	12	0	28	1	41	
% Vehicles																					
Heavy Vehicles	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	
% Heavy Vehicles	0	0.9	3.3	0	1.1	0	0	0	0	0	0	2.6	0	0	1.4	7.7	0	0	0	2.4	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - AM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	97	4	0	101	0	0	0	0	0	13	21	0	0	34	2	0	3	0	5	140
07:15	0	116	13	0	129	0	0	0	0	0	26	24	0	0	50	0	0	4	0	4	183
07:30	0	104	5	0	109	0	0	0	0	0	20	24	0	0	44	1	0	12	0	13	166
07:45	0	104	7	0	111	0	0	0	0	0	23	33	0	0	56	1	0	6	0	7	174
<b>Total</b>	0	421	29	0	450	0	0	0	0	0	82	102	0	0	184	4	0	25	0	29	663
08:00	0	80	3	0	83	1	0	0	0	1	23	31	0	0	54	1	0	4	0	5	143
08:15	0	51	3	0	54	0	0	0	0	0	12	21	0	0	33	6	0	9	0	15	102
08:30	0	62	4	0	66	0	0	0	0	0	12	26	0	0	38	2	0	9	0	11	115
08:45	0	52	5	0	57	0	0	0	0	0	14	21	0	0	35	3	0	6	1	10	102
<b>Total</b>	0	245	15	0	260	1	0	0	0	1	61	99	0	0	160	12	0	28	1	41	462
Grand Total	0	666	44	0	710	1	0	0	0	1	143	201	0	0	344	16	0	53	1	70	1125
Apprch %	0	93.8	6.2	0		100	0	0	0		41.6	58.4	0	0		22.9	0	75.7	1.4		
Total %	0	59.2	3.9	0	63.1	0.1	0	0	0	0.1	12.7	17.9	0	0	30.6	1.4	0	4.7	0.1	6.2	

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	<b>116</b>	<b>13</b>	0	<b>129</b>	0	0	0	0	0	<b>26</b>	<b>24</b>	0	0	<b>50</b>	0	0	<b>4</b>	0	<b>4</b>	<b>183</b>
07:30	0	104	5	0	109	0	0	0	0	0	20	24	0	0	44	1	0	12	0	13	166
07:45	0	104	7	0	111	0	0	0	0	0	23	<b>33</b>	0	0	<b>56</b>	1	0	6	0	7	174
08:00	0	80	3	0	83	<b>1</b>	0	0	0	<b>1</b>	23	31	0	0	54	1	0	4	0	5	143
Total Volume	0	404	28	0	432	1	0	0	0	1	92	112	0	0	204	3	0	26	0	29	666
% App. Total	0	93.5	6.5	0		100	0	0	0		45.1	54.9	0	0		10.3	0	89.7	0		
PHF	.000	.871	.538	.000	.837	.250	.000	.000	.000	.250	.885	.848	.000	.000	.911	.750	.000	.542	.000	.558	.910

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:15					07:15					08:00					
+0 mins.	0	97	4	0	101	0	0	0	0	0	<b>26</b>										
+15 mins.	0	<b>116</b>	<b>13</b>	0	<b>129</b>	0	0	0	0	0	20	24	0	0	44	<b>6</b>	0	<b>9</b>	0	<b>15</b>	
+30 mins.	0	104	5	0	109	0	0	0	0	0	23	<b>33</b>	0	0	<b>56</b>	2	0	9	0	11	
+45 mins.	0	104	7	0	111	<b>1</b>	0	0	0	<b>1</b>	23	31	0	0	54	3	0	6	<b>1</b>	10	
Total Volume	0	421	29	0	450	1	0	0	0	1	92	112	0	0	204	12	0	28	1	41	
% App. Total	0	93.	6	6.4	0	100	0	0	0		45.	54.	0	0		29.	0	68.	3	2.4	
PHF	.00	.90	.55	.00	.872	.25	.00	.00	.00	.250	.88	.84	.00	.00	.911	.50	.00	.77	.25	.683	
	0	7	8	0		0	0	0	0		5	8	0	0		0	0	8	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - AM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:45	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
08:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	1
<b>Grand Total</b>	0	5	1	0	6	0	0	0	0	0	1	4	0	0	5	1	0	0	0	0	1
<b>Apprch %</b>	0	83.3	16.7	0		0	0	0	0		20	80	0	0		100	0	0	0		
<b>Total %</b>	0	41.7	8.3	0	50	0	0	0	0	0	8.3	33.3	0	0	41.7	8.3	0	0	0	8.3	

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
<b>Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 07:15</b>																					
07:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:45	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
<b>% App. Total</b>	0	83.3	16.7	0		0	0	0	0		0	100	0	0		0	0	0	0		
<b>PHF</b>	.000	.417	.250	.000	.500	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.563

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	07:15					07:00					07:00					07:45					
<b>+0 mins.</b>	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>+15 mins.</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>+30 mins.</b>	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>+45 mins.</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1
<b>Total Volume</b>	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	1
<b>% App. Total</b>	0	83.3	16.7	0		0	0	0	0		0	100	0	0		100	0	0	0		
<b>PHF</b>	.00	.41	.25	.00	.500	.00	.00	.00	.00	.000	.00	.75	.00	.00	.750	.25	.00	.00	.00	.250	
	0	7	0	0		0	0	0	0		0	0	0	0		0	0	0	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Springdale Rd & Ferguson Lane - AM  
Site Code : 3  
Start Date : 12/5/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch % Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Springdale Rd Southbound					Ferguson Rd Westbound					Springdale Rd Northbound					Ferguson Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00																						
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00									
+0 mins.	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
+15 mins.	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
+30 mins.	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
+45 mins.	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
Total Volume																									
% App. Total	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
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - AM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	48	44	0	92	6	427	17	0	450	35	51	0	0	86	0	0	0	0	0	628
07:15	0	48	53	0	101	5	464	20	0	489	41	70	0	0	111	0	0	0	0	0	701
07:30	0	44	60	0	104	19	453	15	0	487	40	80	0	0	120	0	0	0	0	0	711
07:45	0	51	52	0	103	13	419	14	0	446	31	74	0	0	105	0	0	0	0	0	654
<b>Total</b>	0	191	209	0	400	43	1763	66	0	1872	147	275	0	0	422	0	0	0	0	0	2694
08:00	0	60	33	0	93	14	380	21	0	415	34	64	0	0	98	0	0	0	0	0	606
08:15	0	43	36	0	79	10	396	22	0	428	23	53	0	0	76	0	0	0	0	0	583
08:30	0	43	38	0	81	13	395	14	0	422	25	57	0	0	82	0	0	0	0	0	585
08:45	0	41	30	0	71	12	316	24	0	352	24	55	0	0	79	0	0	0	0	0	502
<b>Total</b>	0	187	137	0	324	49	1487	81	0	1617	106	229	0	0	335	0	0	0	0	0	2276
Grand Total	0	378	346	0	724	92	3250	147	0	3489	253	504	0	0	757	0	0	0	0	0	4970
Apprch %	0	52.2	47.8	0		2.6	93.1	4.2	0		33.4	66.6	0	0		0	0	0	0		
Total %	0	7.6	7	0	14.6	1.9	65.4	3	0	70.2	5.1	10.1	0	0	15.2	0	0	0	0	0	
Vehicles	0	335	312	0	647	88	3176														
% Vehicles	0	88.6	90.2	0	89.4	95.7	97.7	78.2	0	96.8	96.4	94.4	0	0	95.1	0	0	0	0	0	95.5
Heavy Vehicles																					
% Heavy Vehicles	0	11.4	9.8	0	10.6	4.3	2.3	21.8	0	3.2	3.6	5.6	0	0	4.9	0	0	0	0	0	4.5

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	48	44	0	92	6	427	17	0	450	35	51	0	0	86	0	0	0	0	0	628
07:15	0	48	53	0	101	5	<b>464</b>	<b>20</b>	0	<b>489</b>	<b>41</b>	70	0	0	111	0	0	0	0	0	701
07:30	0	44	<b>60</b>	0	<b>104</b>	<b>19</b>	453	15	0	487	40	<b>80</b>	0	0	<b>120</b>	0	0	0	0	0	<b>711</b>
07:45	0	<b>51</b>	52	0	103	13	419	14	0	446	31	74	0	0	105	0	0	0	0	0	654
Total Volume	0	191	209	0	400	43	1763	66	0	1872	147	275	0	0	422	0	0	0	0	0	2694
% App. Total	0	47.8	52.2	0		2.3	94.2	3.5	0		34.8	65.2	0	0		0	0	0	0		
PHF	.000	.936	.871	.000	.962	.566	.950	.825	.000	.957	.896	.859	.000	.000	.879	.000	.000	.000	.000	.000	.947
Vehicles	0	171	193	0	364	41	1731														
% Vehicles	0	89.5	92.3	0	91.0	95.3	98.2	81.8	0	97.5	96.6	94.5	0	0	95.3	0	0	0	0	0	96.2
Heavy Vehicles																					
% Heavy Vehicles	0	10.5	7.7	0	9.0	4.7	1.8	18.2	0	2.5	3.4	5.5	0	0	4.7	0	0	0	0	0	3.8

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - AM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 2

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:00					07:15					07:00				
+0 mins.	0	48	53	0	101	6	427	17	0	450	41	70	0	0	111	0	0	0	0	0
+15 mins.	0	44	<b>60</b>	0	<b>104</b>	5	<b>464</b>	<b>20</b>	0	<b>489</b>	40	<b>80</b>	0	0	<b>120</b>	0	0	0	0	0
+30 mins.	0	51	52	0	103	<b>19</b>	453	15	0	487	31	74	0	0	105	0	0	0	0	0
+45 mins.	0	<b>60</b>	33	0	93	13	419	14	0	446	34	64	0	0	98	0	0	0	0	0
Total Volume	0	203	198	0	401	43	1763	66	0	1872	146	288	0	0	434	0	0	0	0	0
% App. Total	0	50.6	49.4	0		2.3	94.2	3.5	0		33.6	66.4	0	0		0	0	0	0	
PHF	.000	.846	.825	.000	.964	.566	.950	.825	.000	.957	.890	.900	.000	.000	.904	.000	.000	.000	.000	.000
Vehicles	0	190	178	0	368	41	173	54	0	1826	140	269	0	0	409	0	0	0	0	0
% Vehicles							1													
Heavy Vehicles	0	13	20	0	33	2	32	12	0	46	6	19	0	0	25	0	0	0	0	0
% Heavy Vehicles	0	6.4	10.	0	8.2	4.7	1.8	18.	0	2.5	4.1	6.6	0	0	5.8	0	0	0	0	0
			1					2												

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - AM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	40	43	0	83	6	422	14	0	442	33	49	0	0	82	0	0	0	0	0	607
07:15	0	44	47	0	91	5	452	17	0	474	40	68	0	0	108	0	0	0	0	0	673
07:30	0	41	53	0	94	19	444	12	0	475	39	72	0	0	111	0	0	0	0	0	680
07:45	0	46	50	0	96	11	413	11	0	435	30	71	0	0	101	0	0	0	0	0	632
<b>Total</b>	0	171	193	0	364	41	1731	54	0	1826	142	260	0	0	402	0	0	0	0	0	2592
08:00	0	59	28	0	87	14	370	16	0	400	31	58	0	0	89	0	0	0	0	0	576
08:15	0	33	32	0	65	10	389	17	0	416	23	49	0	0	72	0	0	0	0	0	553
08:30	0	36	34	0	70	12	384	10	0	406	25	55	0	0	80	0	0	0	0	0	556
08:45	0	36	25	0	61	11	302	18	0	331	23	54	0	0	77	0	0	0	0	0	469
<b>Total</b>	0	164	119	0	283	47	1445	61	0	1553	102	216	0	0	318	0	0	0	0	0	2154
Grand Total	0	335	312	0	647	88	3176	115	0	3379	244	476	0	0	720	0	0	0	0	0	4746
Apprch %	0	51.8	48.2	0		2.6	94	3.4	0		33.9	66.1	0	0		0	0	0	0		
Total %	0	7.1	6.6	0	13.6	1.9	66.9	2.4	0	71.2	5.1	10	0	0	15.2	0	0	0	0	0	

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	40	43	0	83	6	422	14	0	442	33	49	0	0	82	0	0	0	0	0	607
07:15	0	44	47	0	91	5	452	17	0	474	40	68	0	0	108	0	0	0	0	0	673
07:30	0	41	53	0	94	19	444	12	0	475	39	72	0	0	111	0	0	0	0	0	680
07:45	0	46	50	0	96	11	413	11	0	435	30	71	0	0	101	0	0	0	0	0	632
Total Volume	0	171	193	0	364	41	1731	54	0	1826	142	260	0	0	402	0	0	0	0	0	2592
% App. Total	0	47	53	0		2.2	94.8	3	0		35.3	64.7	0	0		0	0	0	0	0	
PHF	.000	.929	.910	.000	.948	.539	.957	.794	.000	.961	.888	.903	.000	.000	.905	.000	.000	.000	.000	.000	.953

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15					07:00					07:15					07:00					
+0 mins.	0	44	47	0	91	6	422	14	0	442	40	68	0	0	108	0	0	0	0	0	0
+15 mins.	0	41	53	0	94	5	452	17	0	474	39	72	0	0	111	0	0	0	0	0	0
+30 mins.	0	46	50	0	96	19	444	12	0	475	30	71	0	0	101	0	0	0	0	0	0
+45 mins.	0	59	28	0	87	11	413	11	0	435	31	58	0	0	89	0	0	0	0	0	0
Total Volume	0	190	178	0	368	41	1731	54	0	1826	140	269	0	0	409	0	0	0	0	0	0
% App. Total	0	51.	48.	0		2.2	94.	3	0		34.	65.	0	0		0	0	0	0	0	
PHF	.00	.80	.84	.00	.958	.53	.95	.79	.00	.961	.87	.93	.00	.00	.921	.00	.00	.00	.00	.000	
	0	5	0	0		9	7	4	0		5	4	0	0		0	0	0	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - AM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	8	1	0	9	0	5	3	0	8	2	2	0	0	4	0	0	0	0	0	21
07:15	0	4	6	0	10	0	12	3	0	15	1	2	0	0	3	0	0	0	0	0	28
07:30	0	3	7	0	10	0	9	3	0	12	1	8	0	0	9	0	0	0	0	0	31
07:45	0	5	2	0	7	2	6	3	0	11	1	3	0	0	4	0	0	0	0	0	22
<b>Total</b>	0	20	16	0	36	2	32	12	0	46	5	15	0	0	20	0	0	0	0	0	102
08:00	0	1	5	0	6	0	10	5	0	15	3	6	0	0	9	0	0	0	0	0	30
08:15	0	10	4	0	14	0	7	5	0	12	0	4	0	0	4	0	0	0	0	0	30
08:30	0	7	4	0	11	1	11	4	0	16	0	2	0	0	2	0	0	0	0	0	29
08:45	0	5	5	0	10	1	14	6	0	21	1	1	0	0	2	0	0	0	0	0	33
<b>Total</b>	0	23	18	0	41	2	42	20	0	64	4	13	0	0	17	0	0	0	0	0	122
Grand Total	0	43	34	0	77	4	74	32	0	110	9	28	0	0	37	0	0	0	0	0	224
Apprch %	0	55.8	44.2	0		3.6	67.3	29.1	0		24.3	75.7	0	0		0	0	0	0	0	
Total %	0	19.2	15.2	0	34.4	1.8	33	14.3	0	49.1	4	12.5	0	0	16.5	0	0	0	0	0	

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	1	5	0	6	0	10	5	0	15	3	6	0	0	9	0	0	0	0	0	30
08:15	0	10	4	0	14	0	7	5	0	12	0	4	0	0	4	0	0	0	0	0	30
08:30	0	7	4	0	11	1	11	4	0	16	0	2	0	0	2	0	0	0	0	0	29
08:45	0	5	5	0	10	1	14	6	0	21	1	1	0	0	2	0	0	0	0	0	33
Total Volume	0	23	18	0	41	2	42	20	0	64	4	13	0	0	17	0	0	0	0	0	122
% App. Total	0	56.1	43.9	0		3.1	65.6	31.2	0		23.5	76.5	0	0		0	0	0	0	0	
PHF	.000	.575	.900	.000	.732	.500	.750	.833	.000	.762	.333	.542	.000	.000	.472	.000	.000	.000	.000	.000	.924

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00					08:00					07:30					07:00					
<b>+0 mins.</b>	0	1	5			0	7	5	0	12	1	3	0	0	4	0	0	0	0	0	0
+15 mins.	0	10	4	0	14	1	11	4	0	16	3	6	0	0	9	0	0	0	0	0	0
+30 mins.	0	7	4	0	11	1	11	4	0	16	0	2	0	0	2	0	0	0	0	0	0
+45 mins.	0	5	5	0	10	1	14	6	0	21	0	4	0	0	4	0	0	0	0	0	0
Total Volume	0	23	18	0	41	2	42	20	0	64	5	21	0	0	26	0	0	0	0	0	0
% App. Total	0	56.	43.	0		3.1	65.	31.	0		19.	80.	0	0		0	0	0	0	0	
		1	9				6	2			2	8									
PHF	.00	.57	.90	.00	.732	.50	.75	.83	.00	.762	.41	.65	.00	.00	.722	.00	.00	.00	.00	.00	.000
	0	5	0	0		0	0	3	0		7	6	0	0		0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - AM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:45					07:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.25	.00	.00	.00	.250	.00	.00	.00	.00	.000	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - PM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	76	29	0	105	11	197	12	0	220	30	51	0	0	81	0	0	0	0	0	406
16:15	0	80	16	0	96	8	168	23	0	199	28	69	0	0	97	0	0	0	0	0	392
16:30	0	107	28	0	135	16	185	10	0	211	23	60	0	0	83	0	0	0	0	0	429
16:45	0	71	21	0	92	12	180	23	0	215	29	73	0	0	102	0	0	0	0	0	409
<b>Total</b>	0	334	94	0	428	47	730	68	0	845	110	253	0	0	363	0	0	0	0	0	1636
17:00	0	126	38	0	164	18	205	11	0	234	34	67	0	0	101	0	0	0	0	0	499
17:15	0	81	31	0	112	18	224	13	0	255	25	61	0	0	86	0	0	0	0	0	453
17:30	0	105	23	0	128	14	197	12	0	223	19	53	0	0	72	0	0	0	0	0	423
17:45	0	68	19	0	87	17	227	24	0	268	32	63	0	0	95	0	0	0	0	0	450
<b>Total</b>	0	380	111	0	491	67	853	60	0	980	110	244	0	0	354	0	0	0	0	0	1825
Grand Total	0	714	205	0	919	114	1583	128	0	1825	220	497	0	0	717	0	0	0	0	0	3461
Apprch %	0	77.7	22.3	0		6.2	86.7	7	0		30.7	69.3	0	0		0	0	0	0		
Total %	0	20.6	5.9	0	26.6	3.3	45.7	3.7	0	52.7	6.4	14.4	0	0	20.7	0	0	0	0	0	
Vehicles	0	675	195	0	870	109	1536														
% Vehicles	0	94.5	95.1	0	94.7	95.6	97	69.5	0	95	96.8	93	0	0	94.1	0	0	0	0	0	94.7
Heavy Vehicles																					
% Heavy Vehicles	0	5.5	4.9	0	5.3	4.4	3	30.5	0	5	3.2	7	0	0	5.9	0	0	0	0	0	5.3

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	<b>126</b>	<b>38</b>	0	<b>164</b>	<b>18</b>	205	11	0	234	<b>34</b>	<b>67</b>	0	0	<b>101</b>	0	0	0	0	0	<b>499</b>
17:15	0	81	31	0	112	18	224	13	0	255	25	61	0	0	86	0	0	0	0	0	453
17:30	0	105	23	0	128	14	197	12	0	223	19	53	0	0	72	0	0	0	0	0	423
17:45	0	68	19	0	87	17	<b>227</b>	<b>24</b>	0	<b>268</b>	32	63	0	0	95	0	0	0	0	0	450
Total Volume	0	380	111	0	491	67	853	60	0	980	110	244	0	0	354	0	0	0	0	0	1825
% App. Total	0	77.4	22.6	0		6.8	87	6.1	0		31.1	68.9	0	0		0	0	0	0		
PHF	.000	.754	.730	.000	.748	.931	.939	.625	.000	.914	.809	.910	.000	.000	.876	.000	.000	.000	.000	.000	.914
Vehicles	0	361	105	0	466	65	834	40	0	939	107	226	0	0	333	0	0	0	0	0	1738
% Vehicles		95.0	94.6	0	94.9	97.0	97.8	66.7	0	95.8	97.3	92.6	0	0	94.1	0	0	0	0	0	95.2
Heavy Vehicles																					
% Heavy Vehicles	0	5.0	5.4	0	5.1	3.0	2.2	33.3	0	4.2	2.7	7.4	0	0	5.9	0	0	0	0	0	4.8

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - PM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 2

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					17:00					16:15					16:00				
+0 mins.	0	107	28	0	135	18	205	11	0	234	28	69	0	0	97	0	0	0	0	0
+15 mins.	0	71	21	0	92	18	224	13	0	255	23	60	0	0	83	0	0	0	0	0
+30 mins.	0	126	38	0	164	14	197	12	0	223	29	73	0	0	102	0	0	0	0	0
+45 mins.	0	81	31	0	112	17	227	24	0	268	34	67	0	0	101	0	0	0	0	0
Total Volume	0	385	118	0	503	67	853	60	0	980	114	269	0	0	383	0	0	0	0	0
% App. Total	0	76.5	23.5	0		6.8	87	6.1	0		29.8	70.2	0	0		0	0	0	0	
PHF	.000	.764	.776	.000	.767	.931	.939	.625	.000	.914	.838	.921	.000	.000	.939	.000	.000	.000	.000	.000
Vehicles	0	368	110	0	478	65	834	40	0	939	108	250	0	0	358	0	0	0	0	0
% Vehicles																				
Heavy Vehicles	0	17	8	0	25	2	19	20	0	41	6	19	0	0	25	0	0	0	0	0
% Heavy Vehicles	0	4.4	6.8	0	5	3	2.2	33.3	0	4.2	5.3	7.1	0	0	6.5	0	0	0	0	0

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - PM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	70	28	0	98	10	189	9	0	208	30	47	0	0	77	0	0	0	0	0	383
16:15	0	71	16	0	87	7	160	15	0	182	27	65	0	0	92	0	0	0	0	0	361
16:30	0	105	25	0	130	15	180	8	0	203	23	56	0	0	79	0	0	0	0	0	412
16:45	0	68	21	0	89	12	173	17	0	202	26	68	0	0	94	0	0	0	0	0	385
<b>Total</b>	0	314	90	0	404	44	702	49	0	795	106	236	0	0	342	0	0	0	0	0	1541
17:00	0	123	37	0	160	17	201	6	0	224	32	61	0	0	93	0	0	0	0	0	477
17:15	0	72	27	0	99	18	222	9	0	249	24	54	0	0	78	0	0	0	0	0	426
17:30	0	101	22	0	123	14	191	8	0	213	19	53	0	0	72	0	0	0	0	0	408
17:45	0	65	19	0	84	16	220	17	0	253	32	58	0	0	90	0	0	0	0	0	427
<b>Total</b>	0	361	105	0	466	65	834	40	0	939	107	226	0	0	333	0	0	0	0	0	1738
Grand Total	0	675	195	0	870	109	1536	89	0	1734	213	462	0	0	675	0	0	0	0	0	3279
Apprch %	0	77.6	22.4	0		6.3	88.6	5.1	0		31.6	68.4	0	0		0	0	0	0	0	
Total %	0	20.6	5.9	0	26.5	3.3	46.8	2.7	0	52.9	6.5	14.1	0	0	20.6	0	0	0	0	0	

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	<b>123</b>	<b>37</b>	0	<b>160</b>	17	201	6	0	224	<b>32</b>	<b>61</b>	0	0	<b>93</b>	0	0	0	0	0	<b>477</b>
17:15	0	72	27	0	99	<b>18</b>	<b>222</b>	9	0	249	24	54	0	0	78	0	0	0	0	0	426
17:30	0	101	22	0	123	14	191	8	0	213	19	53	0	0	72	0	0	0	0	0	408
17:45	0	65	19	0	84	16	220	<b>17</b>	0	<b>253</b>	32	58	0	0	90	0	0	0	0	0	427
Total Volume	0	361	105	0	466	65	834	40	0	939	107	226	0	0	333	0	0	0	0	0	1738
% App. Total	0	77.5	22.5	0		6.9	88.8	4.3	0		32.1	67.9	0	0		0	0	0	0	0	
PHF	.000	.734	.709	.000	.728	.903	.939	.588	.000	.928	.836	.926	.000	.000	.895	.000	.000	.000	.000	.000	.911

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					17:00					16:15					16:00					
+0 mins.	0	105	25	0	130	17	201	6	0	224	27	65	0	0	92	0	0	0	0	0	0
+15 mins.	0	68	21	0	89	<b>18</b>	<b>222</b>	9	0	249	24	54	0	0	78	0	0	0	0	0	0
+30 mins.	0	<b>123</b>	<b>37</b>	0	<b>160</b>	14	191	8	0	213	26	<b>68</b>	0	0	<b>94</b>	0	0	0	0	0	0
+45 mins.	0	72	27	0	99	16	220	<b>17</b>	0	<b>253</b>	<b>32</b>	61	0	0	93	0	0	0	0	0	0
Total Volume	0	368	110	0	478	65	834	40	0	939	108	250	0	0	358	0	0	0	0	0	0
% App. Total	0	77	23	0		6.9	88.8	4.3	0		30.2	69.8	0	0		0	0	0	0	0	0
PHF	.00	.74	.74	.00	.747	.90	.93	.58	.00	.928	.84	.91	.00	.00	.952	.00	.00	.00	.00	.00	.000
	0	8	3	0		3	9	8	0		4	9	0	0		0	0	0	0	0	



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - PM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	6	1	0	7	1	8	3	0	12	0	4	0	0	4	0	0	0	0	0	23
16:15	0	9	0	0	9	1	8	8	0	17	1	4	0	0	5	0	0	0	0	0	31
16:30	0	2	3	0	5	1	5	2	0	8	0	4	0	0	4	0	0	0	0	0	17
16:45	0	3	0	0	3	0	7	6	0	13	3	5	0	0	8	0	0	0	0	0	24
<b>Total</b>	0	20	4	0	24	3	28	19	0	50	4	17	0	0	21	0	0	0	0	0	95
17:00	0	3	1	0	4	1	4	5	0	10	2	6	0	0	8	0	0	0	0	0	22
17:15	0	9	4	0	13	0	2	4	0	6	1	7	0	0	8	0	0	0	0	0	27
17:30	0	4	1	0	5	0	6	4	0	10	0	0	0	0	0	0	0	0	0	0	15
17:45	0	3	0	0	3	1	7	7	0	15	0	5	0	0	5	0	0	0	0	0	23
<b>Total</b>	0	19	6	0	25	2	19	20	0	41	3	18	0	0	21	0	0	0	0	0	87
Grand Total	0	39	10	0	49	5	47	39	0	91	7	35	0	0	42	0	0	0	0	0	182
Apprch %	0	79.6	20.4	0		5.5	51.6	42.9	0		16.7	83.3	0	0		0	0	0	0		
Total %	0	21.4	5.5	0	26.9	2.7	25.8	21.4	0	50	3.8	19.2	0	0	23.1	0	0	0	0	0	

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	6	1	0	7	1	8	3	0	12	0	4	0	0	4	0	0	0	0	0	23
16:15	0	9	0	0	9	1	8	8	0	17	1	4	0	0	5	0	0	0	0	0	31
16:30	0	2	3	0	5	1	5	2	0	8	0	4	0	0	4	0	0	0	0	0	17
16:45	0	3	0	0	3	0	7	6	0	13	3	5	0	0	8	0	0	0	0	0	24
Total Volume	0	20	4	0	24	3	28	19	0	50	4	17	0	0	21	0	0	0	0	0	95
% App. Total	0	83.3	16.7	0		6	56	38	0		19	81	0	0		0	0	0	0		
PHF	.000	.556	.333	.000	.667	.750	.875	.594	.000	.735	.333	.850	.000	.000	.656	.000	.000	.000	.000	.000	.766

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					16:00					16:30					16:00				
+0 mins.	0	2	3	0	5	1	8				3	5	0	0	8	0	0	0	0	0
+15 mins.	0	3	0	0	3	1	8	8	0	17	2	6	0	0	8	0	0	0	0	0
+30 mins.	0	3	1	0	4	1	5	2	0	8	1	7	0	0	8	0	0	0	0	0
+45 mins.	0	9	4	0	13	0	7	6	0	13	1	7	0	0	8	0	0	0	0	0
Total Volume	0	17	8	0	25	3	28	19	0	50	6	22	0	0	28	0	0	0	0	0
% App. Total	0	68	32	0		6	56	38	0		21.	78.	0	0		0	0	0	0	
											4	6								
PHF	.00	.47	.50	.00	.481	.75	.87	.59	.00	.735	.50	.78	.00	.00	.875	.00	.00	.00	.00	.000
	0	2	0	0		0	5	4	0		0	6	0	0		0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 4 - Tuscany Way & US 290 WBFR - PM  
Site Code : 4  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0

Start Time	Tuscany Way Southbound					US 290 WBFR Westbound					Tuscany Way Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.25	.00	.00	.250
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - AM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	30	39	0	0	69	0	0	0	0	0	0	57	0	0	57	44	117	22	23	206	332
07:15	25	44	0	0	69	0	0	0	0	0	0	86	0	0	86	37	112	37	31	217	372
07:30	28	53	0	0	81	0	0	0	0	0	0	79	5	0	84	44	127	35	29	235	400
07:45	22	64	0	0	86	0	0	0	0	0	0	89	3	0	92	42	156	43	43	284	462
<b>Total</b>	105	200	0	0	305	0	0	0	0	0	0	311	8	0	319	167	512	137	126	942	1566
08:00	30	47	0	0	77	0	0	0	0	0	0	95	2	0	97	50	102	25	25	202	376
08:15	27	31	0	0	58	0	0	0	0	0	0	78	6	0	84	50	120	12	30	212	354
08:30	38	33	0	0	71	0	0	0	0	0	0	45	7	0	52	37	100	15	29	181	304
08:45	24	21	0	0	45	0	0	0	0	0	0	47	1	0	48	39	102	10	23	174	267
<b>Total</b>	119	132	0	0	251	0	0	0	0	0	0	265	16	0	281	176	424	62	107	769	1301
Grand Total	224	332	0	0	556	0	0	0	0	0	0	576	24	0	600	343	936	199	233	1711	2867
Apprch %	40.3	59.7	0	0		0	0	0	0	0	0	96	4	0		20	54.7	11.6	13.6		
Total %	7.8	11.6	0	0	19.4	0	0	0	0	0	0	20.1	0.8	0	20.9	12	32.6	6.9	8.1	59.7	
Vehicles	198	307	0	0	505	0	0	0	0	0	0	545	16	0	561	329	883	188	221	1621	2687
% Vehicles	88.4	92.5	0	0	90.8	0	0	0	0	0	0	94.6	66.7	0	93.5	95.9	94.3	94.5	94.8	94.7	93.7
Heavy Vehicles																					
% Heavy Vehicles	11.6	7.5	0	0	9.2	0	0	0	0	0	0	5.4	33.3	0	6.5	4.1	5.7	5.5	5.2	5.3	6.3

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	25	44	0	0	69	0	0	0	0	0	0	86	0	0	86	37	112	37	31	217	372
07:30	28	53	0	0	81	0	0	0	0	0	0	79	5	0	84	44	127	35	29	235	400
07:45	22	64	0	0	86	0	0	0	0	0	0	89	3	0	92	42	156	43	43	284	462
08:00	30	47	0	0	77	0	0	0	0	0	0	95	2	0	97	50	102	25	25	202	376
Total Volume	105	208	0	0	313	0	0	0	0	0	0	349	10	0	359	173	497	140	128	938	1610
% App. Total	33.5	66.5	0	0		0	0	0	0	0	0	97.2	2.8	0		18.4	53	14.9	13.6		
PHF	.875	.813	.000	.000	.910	.000	.000	.000	.000	.000	.000	.918	.500	.000	.925	.865	.796	.814	.744	.826	.871
Vehicles	90	191	0	0	281	0	0	0	0	0	0	335	5	0	340	168	474	135	125	902	1523
% Vehicles	85.7	91.8	0	0	89.8	0	0	0	0	0	0	96.0	50.0	0	94.7	97.1	95.4	96.4	97.7	96.2	94.6
Heavy Vehicles																					
% Heavy Vehicles	14.3	8.2	0	0	10.2	0	0	0	0	0	0	4.0	50.0	0	5.3	2.9	4.6	3.6	2.3	3.8	5.4

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - AM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 2

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:00					07:15					07:00				
+0 mins.	25	44	0	0	69	0	0	0	0	0	0	86	0	0	86	44	117	22	23	206
+15 mins.	28	53	0	0	81	0	0	0	0	0	0	79	5	0	84	37	112	37	31	217
+30 mins.	22	64	0	0	86	0	0	0	0	0	0	89	3	0	92	44	127	35	29	235
+45 mins.	30	47	0	0	77	0	0	0	0	0	0	95	2	0	97	42	156	43	43	284
Total Volume	105	208	0	0	313	0	0	0	0	0	0	349	10	0	359	167	512	137	126	942
% App. Total	33.5	66.5	0	0		0	0	0	0	0	0	97.2	2.8	0		17.7	54.4	14.5	13.4	
PHF	.875	.813	.000	.000	.910	.000	.000	.000	.000	.000	.000	.918	.500	.000	.925	.949	.821	.797	.733	.829
Vehicles	90	191	0	0	281	0	0	0	0	0	0	335	5	0	340	161	488	131	121	901
% Vehicles																				
Heavy Vehicles	15	17	0	0	32	0	0	0	0	0	0	14	5	0	19	6	24	6	5	41
% Heavy Vehicles	14.3	8.2	0	0	10.2	0	0	0	0	0	0	4	50	0	5.3	3.6	4.7	4.4	4	4.4

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - AM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	25	39	0	0	64	0	0	0	0	0	0	55	0	0	55	41	110	20	21	192	311
07:15	20	41	0	0	61	0	0	0	0	0	0	82	0	0	82	36	109	35	31	211	354
07:30	24	50	0	0	74	0	0	0	0	0	0	74	4	0	78	43	120	35	29	227	379
07:45	20	55	0	0	75	0	0	0	0	0	0	86	0	0	86	41	149	41	40	271	432
<b>Total</b>	89	185	0	0	274	0	0	0	0	0	0	297	4	0	301	161	488	131	121	901	1476
08:00	26	45	0	0	71	0	0	0	0	0	0	93	1	0	94	48	96	24	25	193	358
08:15	24	25	0	0	49	0	0	0	0	0	0	74	5	0	79	47	109	10	29	195	323
08:30	35	32	0	0	67	0	0	0	0	0	0	42	5	0	47	35	94	13	26	168	282
08:45	24	20	0	0	44	0	0	0	0	0	0	39	1	0	40	38	96	10	20	164	248
<b>Total</b>	109	122	0	0	231	0	0	0	0	0	0	248	12	0	260	168	395	57	100	720	1211
Grand Total	198	307	0	0	505	0	0	0	0	0	0	545	16	0	561	329	883	188	221	1621	2687
Apprch %	39.2	60.8	0	0		0	0	0	0	0	0	97.1	2.9	0		20.3	54.5	11.6	13.6		
Total %	7.4	11.4	0	0	18.8	0	0	0	0	0	0	20.3	0.6	0	20.9	12.2	32.9	7	8.2	60.3	

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	20	41	0	0	61	0	0	0	0	0	0	82	0	0	82	36	109	35	31	211	354
07:30	24	50	0	0	74	0	0	0	0	0	0	74	4	0	78	43	120	35	29	227	379
07:45	20	<b>55</b>	0	0	<b>75</b>	0	0	0	0	0	0	86	0	0	86	41	<b>149</b>	<b>41</b>	<b>40</b>	<b>271</b>	<b>432</b>
08:00	<b>26</b>	45	0	0	71	0	0	0	0	0	0	<b>93</b>	1	0	<b>94</b>	<b>48</b>	96	24	25	193	358
Total Volume	90	191	0	0	281	0	0	0	0	0	0	335	5	0	340	168	474	135	125	902	1523
% App. Total	32	68	0	0		0	0	0	0	0	0	98.5	1.5	0		18.6	52.5	15	13.9		
PHF	.865	.868	.000	.000	.937	.000	.000	.000	.000	.000	.000	.901	.313	.000	.904	.875	.795	.823	.781	.832	.881

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:00					07:15					07:15				
+0 mins.	20	41	0	0	61	0	0	0	0	0	0	82	0	0	82	36	109	35	31	211
+15 mins.	24	50	0	0	74	0	0	0	0	0	0	74	4	0	78	41	149	41	40	271
+30 mins.	20	<b>55</b>	0	0	<b>75</b>	0	0	0	0	0	0	86	0	0	86	41	<b>149</b>	<b>41</b>	<b>40</b>	<b>271</b>
+45 mins.	<b>26</b>	45	0	0	71	0	0	0	0	0	0	<b>93</b>	1	0	<b>94</b>	<b>48</b>	96	24	25	193
Total Volume	90	191	0	0	281	0	0	0	0	0	0	335	5	0	340	168	474	135	125	902
% App. Total	32	68	0	0		0	0	0	0	0	0	98.5	1.5	0		18.6	52.5	15	13.9	
PHF	.86	.86	.00	.00	.937	.00	.00	.00	.00	.000	.00	.90	.31	.00	.904	.87	.79	.82	.78	.832
	5	8	0	0		0	0	0	0		0	1	3	0		5	5	3	1	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - AM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	5	0	0	0	5	0	0	0	0	0	0	2	0	0	2	3	7	2	2	14	21
07:15	5	3	0	0	8	0	0	0	0	0	0	4	0	0	4	1	3	2	0	6	18
07:30	4	3	0	0	7	0	0	0	0	0	0	5	1	0	6	1	7	0	0	8	21
07:45	2	9	0	0	11	0	0	0	0	0	0	3	3	0	6	1	7	2	3	13	30
<b>Total</b>	16	15	0	0	31	0	0	0	0	0	0	14	4	0	18	6	24	6	5	41	90
08:00	4	2	0	0	6	0	0	0	0	0	0	2	1	0	3	2	6	1	0	9	18
08:15	3	6	0	0	9	0	0	0	0	0	0	4	1	0	5	3	11	2	1	17	31
08:30	3	1	0	0	4	0	0	0	0	0	0	3	2	0	5	2	6	2	3	13	22
08:45	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	1	6	0	3	10	19
<b>Total</b>	10	10	0	0	20	0	0	0	0	0	0	17	4	0	21	8	29	5	7	49	90
Grand Total	26	25	0	0	51	0	0	0	0	0	0	31	8	0	39	14	53	11	12	90	180
Apprch %	51	49	0	0		0	0	0	0	0	0	79.5	20.5	0		15.6	58.9	12.2	13.3		
Total %	14.4	13.9	0	0	28.3	0	0	0	0	0	0	17.2	4.4	0	21.7	7.8	29.4	6.1	6.7	50	

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	2	9	0	0	11	0	0	0	0	0	0	3	3	0	6	1	7	2	3	13	30
08:00	4	2	0	0	6	0	0	0	0	0	0	2	1	0	3	2	6	1	0	9	18
08:15	3	6	0	0	9	0	0	0	0	0	0	4	1	0	5	3	11	2	1	17	31
08:30	3	1	0	0	4	0	0	0	0	0	0	3	2	0	5	2	6	2	3	13	22
Total Volume	12	18	0	0	30	0	0	0	0	0	0	12	7	0	19	8	30	7	7	52	101
% App. Total	40	60	0	0		0	0	0	0	0	0	63.2	36.8	0		15.4	57.7	13.5	13.5		
PHF	.750	.500	.000	.000	.682	.000	.000	.000	.000	.000	.000	.750	.583	.000	.792	.667	.682	.875	.583	.765	.815

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30					07:00					08:00					07:45						
+0 mins.	4																					
+15 mins.	2	9	0	0	11	0	0	0	0	0	0	4	1	0	5	2	6	1	0	9		
+30 mins.	4	2	0	0	6	0	0	0	0	0	0	3	2	0	5	3	11	2	1	17		
+45 mins.	3	6	0	0	9	0	0	0	0	0	0	8	0	0	8	2	6	2	3	13		
Total Volume	13	20	0	0	33	0	0	0	0	0	0	17	4	0	21	8	30	7	7	52		
% App. Total	39.	60.										81	19	0		15.	57.	13.	13.			
	4	6	0	0		0	0	0	0		0	81	19	0		4	7	5	5			
PHF	.81	.55	.00	.00	.750	.00	.00	.00	.00	.000	.00	.53	.50	.00	.656	.66	.68	.87	.58			
	3	6	0	0		0	0	0	0		0	1	0	0		7	2	5	3			.765

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - AM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:45					07:00									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - PM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	58	31	0	0	89	0	0	0	0	0	0	54	8	0	62	29	446	19	43	537	688
16:15	62	38	0	0	100	0	0	0	0	0	0	64	6	0	70	36	344	22	40	442	612
16:30	75	41	0	0	116	0	0	0	0	0	0	43	5	0	48	39	472	27	29	567	731
16:45	58	34	0	0	92	0	0	0	0	0	0	64	5	0	69	36	423	29	31	519	680
<b>Total</b>	<b>253</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>397</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>225</b>	<b>24</b>	<b>0</b>	<b>249</b>	<b>140</b>	<b>1685</b>	<b>97</b>	<b>143</b>	<b>2065</b>	<b>2711</b>
17:00	83	53	0	0	136	0	0	0	0	0	0	54	5	0	59	50	471	31	36	588	783
17:15	68	42	0	0	110	0	0	0	0	0	0	41	6	0	47	38	494	25	39	596	753
17:30	73	39	0	0	112	0	0	0	0	0	0	39	2	0	41	31	429	18	58	536	689
17:45	49	41	0	0	90	0	0	0	0	0	0	49	2	0	51	41	386	18	42	487	628
<b>Total</b>	<b>273</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>448</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>183</b>	<b>15</b>	<b>0</b>	<b>198</b>	<b>160</b>	<b>1780</b>	<b>92</b>	<b>175</b>	<b>2207</b>	<b>2853</b>
Grand Total	526	319	0	0	845	0	0	0	0	0	0	408	39	0	447	300	3465	189	318	4272	5564
Apprch %	62.2	37.8	0	0		0	0	0	0	0	0	91.3	8.7	0		7	81.1	4.4	7.4		
Total %	9.5	5.7	0	0	15.2	0	0	0	0	0	0	7.3	0.7	0	8	5.4	62.3	3.4	5.7	76.8	
Vehicles	497	309	0	0	806	0	0	0	0	0	0	394	32	0	426	273	3420				
% Vehicles	94.5	96.9	0	0	95.4	0	0	0	0	0	0	96.6	82.1	0	95.3	91	98.7	97.9	96.2	97.9	97.3
Heavy Vehicles																					
% Heavy Vehicles	5.5	3.1	0	0	4.6	0	0	0	0	0	0	3.4	17.9	0	4.7	9	1.3	2.1	3.8	2.1	2.7

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	75	41	0	0	116	0	0	0	0	0	0	43	5	0	48	39	472	27	29	567	731
16:45	58	34	0	0	92	0	0	0	0	0	0	64	5	0	69	36	423	29	31	519	680
17:00	<b>83</b>	<b>53</b>	0	0	<b>136</b>	0	0	0	0	0	0	54	5	0	59	<b>50</b>	471	<b>31</b>	36	588	<b>783</b>
17:15	68	42	0	0	110	0	0	0	0	0	0	41	6	0	47	38	494	25	39	596	753
Total Volume	284	170	0	0	454	0	0	0	0	0	0	202	21	0	223	163	1860	112	135	2270	2947
% App. Total	62.6	37.4	0	0		0	0	0	0	0	0	90.6	9.4	0		7.2	81.9	4.9	5.9		
PHF	.855	.802	.000	.000	.835	.000	.000	.000	.000	.000	.000	.789	.875	.000	.808	.815	.941	.903	.865	.952	.941
Vehicles	272	165	0	0	437	0	0	0	0	0	0	191	18	0	209	149	1838				
% Vehicles	95.8	97.1	0	0	96.3	0	0	0	0	0	0	94.6	85.7	0	93.7	91.4	98.8	98.2	97.0	98.1	97.5
Heavy Vehicles																					
% Heavy Vehicles	4.2	2.9	0	0	3.7	0	0	0	0	0	0	5.4	14.3	0	6.3	8.6	1.2	1.8	3.0	1.9	2.5



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - PM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 2

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					16:00					16:00					16:30				
+0 mins.	75	41	0	0	116	0	0	0	0	0	0	54	<b>8</b>	0	62	39	472	27	29	567
+15 mins.	58	34	0	0	92	0	0	0	0	0	0	<b>64</b>	6	0	<b>70</b>	36	423	29	31	519
+30 mins.	<b>83</b>	<b>53</b>	0	0	<b>136</b>	0	0	0	0	0	0	43	5	0	48	<b>50</b>	471	<b>31</b>	36	588
+45 mins.	68	42	0	0	110	0	0	0	0	0	0	64	5	0	69	38	<b>494</b>	25	<b>39</b>	<b>596</b>
Total Volume	284	170	0	0	454	0	0	0	0	0	0	225	24	0	249	163	1860	112	135	2270
% App. Total	62.6	37.4	0	0		0	0	0	0	0	0	90.4	9.6	0		7.2	81.9	4.9	5.9	
PHF	.855	.802	.000	.000	.835	.000	.000	.000	.000	.000	.000	.879	.750	.000	.889	.815	.941	.903	.865	.952
Vehicles	272	165	0	0	437	0	0	0	0	0	0	216	20	0	236	149	1838	110	131	2228
% Vehicles																				
Heavy Vehicles	12	5	0	0	17	0	0	0	0	0	0	9	4	0	13	14	22	2	4	42
% Heavy Vehicles	4.2	2.9	0	0	3.7	0	0	0	0	0	0	4	16.7	0	5.2	8.6	1.2	1.8	3	1.9

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - PM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	51	30	0	0	81	0	0	0	0	0	0	53	7	0	60	26	440	18	40	524	665
16:15	56	35	0	0	91	0	0	0	0	0	0	62	4	0	66	33	334	22	39	428	585
16:30	74	39	0	0	113	0	0	0	0	0	0	41	4	0	45	38	462	26	29	555	713
16:45	56	34	0	0	90	0	0	0	0	0	0	60	5	0	65	33	419	29	31	512	667
<b>Total</b>	<b>237</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>375</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>216</b>	<b>20</b>	<b>0</b>	<b>236</b>	<b>130</b>	<b>1655</b>	<b>95</b>	<b>139</b>	<b>2019</b>	<b>2630</b>
17:00	81	52	0	0	133	0	0	0	0	0	0	52	4	0	56	43	465	30	35	573	762
17:15	61	40	0	0	101	0	0	0	0	0	0	38	5	0	43	35	492	25	36	588	732
17:30	71	39	0	0	110	0	0	0	0	0	0	39	2	0	41	30	426	17	57	530	681
17:45	47	40	0	0	87	0	0	0	0	0	0	49	1	0	50	35	382	18	39	474	611
<b>Total</b>	<b>260</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>12</b>	<b>0</b>	<b>190</b>	<b>143</b>	<b>1765</b>	<b>90</b>	<b>167</b>	<b>2165</b>	<b>2786</b>
Grand Total	497	309	0	0	806	0	0	0	0	0	0	394	32	0	426	273	3420	185	306	4184	5416
Apprch %	61.7	38.3	0	0		0	0	0	0	0	0	92.5	7.5	0		6.5	81.7	4.4	7.3		
Total %	9.2	5.7	0	0	14.9	0	0	0	0	0	0	7.3	0.6	0	7.9	5	63.1	3.4	5.6	77.3	

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	74	39	0	0	113	0	0	0	0	0	0	41	4	0	45	38	462	26	29	555	713
16:45	56	34	0	0	90	0	0	0	0	0	0	60	5	0	65	33	419	29	31	512	667
17:00	<b>81</b>	<b>52</b>	0	0	<b>133</b>	0	0	0	0	0	0	52	4	0	56	<b>43</b>	465	<b>30</b>	35	573	<b>762</b>
17:15	61	40	0	0	101	0	0	0	0	0	0	38	5	0	43	35	<b>492</b>	25	<b>36</b>	<b>588</b>	732
Total Volume	272	165	0	0	437	0	0	0	0	0	0	191	18	0	209	149	1838	110	131	2228	2874
% App. Total	62.2	37.8	0	0		0	0	0	0	0	0	91.4	8.6	0		6.7	82.5	4.9	5.9		
PHF	.84	.793	.000	.000	.821	.000	.000	.000	.000	.000	.000	.796	.900	.000	.804	.866	.934	.917	.910	.947	.943

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					16:00					16:00					16:30				
+0 mins.	74	39	0	0	113	0	0	0	0	0	0	53	7	0	60	33	419	29	31	512
+15 mins.	56	34	0	0	90	0	0	0	0	0	0	62	4	0	66	43	465	30	35	573
+30 mins.	<b>81</b>	<b>52</b>	0	0	<b>133</b>	0	0	0	0	0	0	41	4	0	45	<b>43</b>	465	<b>30</b>	35	<b>573</b>
+45 mins.	61	40	0	0	101	0	0	0	0	0	0	60	5	0	65	35	<b>492</b>	25	<b>36</b>	<b>588</b>
Total Volume	272	165	0	0	437	0	0	0	0	0	0	216	20	0	236	149	1838	110	131	2228
% App. Total	62.	37.	0	0		0	0	0	0	0	0	91.	8.5	0		6.7	82.	4.9	5.9	
	2	8	0	0		0	0	0	0	0	0	5	0	0		6.7	5	4.9	5.9	
PHF	.84	.79	.00	.00	.821	.00	.00	.00	.00	.000	.00	.87	.71	.00	.894	.86	.93	.91	.91	.947
	0	3	0	0		0	0	0	0		0	1	4	0		6	4	7	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - PM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	7	1	0	0	8	0	0	0	0	0	0	1	1	0	2	3	6	1	3	13	23
16:15	6	3	0	0	9	0	0	0	0	0	0	2	2	0	4	3	10	0	1	14	27
16:30	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	1	10	1	0	12	18
16:45	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	3	4	0	0	7	13
<b>Total</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>10</b>	<b>30</b>	<b>2</b>	<b>4</b>	<b>46</b>	<b>81</b>
17:00	2	1	0	0	3	0	0	0	0	0	0	2	1	0	3	7	6	1	1	15	21
17:15	7	2	0	0	9	0	0	0	0	0	0	3	1	0	4	3	2	0	3	8	21
17:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	3	1	1	6	8
17:45	2	1	0	0	3	0	0	0	0	0	0	0	1	0	1	6	4	0	3	13	17
<b>Total</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>15</b>	<b>2</b>	<b>8</b>	<b>42</b>	<b>67</b>
<b>Grand Total</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>27</b>	<b>45</b>	<b>4</b>	<b>12</b>	<b>88</b>	<b>148</b>
Apprch %	74.4	25.6	0	0		0	0	0	0	0	0	66.7	33.3	0		30.7	51.1	4.5	13.6		
Total %	19.6	6.8	0	0	26.4	0	0	0	0	0	0	9.5	4.7	0	14.2	18.2	30.4	2.7	8.1	59.5	

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
<b>Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 16:00</b>																					
16:00	7	1	0	0	8	0	0	0	0	0	0	1	1	0	2	3	6	1	3	13	23
16:15	6	3	0	0	9	0	0	0	0	0	0	2	2	0	4	3	10	0	1	14	27
16:30	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	1	10	1	0	12	18
16:45	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	3	4	0	0	7	13
Total Volume	16	6	0	0	22	0	0	0	0	0	0	9	4	0	13	10	30	2	4	46	81
% App. Total	72.7	27.3	0	0		0	0	0	0	0	0	69.2	30.8	0		21.7	65.2	4.3	8.7		
PHF	.571	.500	.000	.000	.611	.000	.000	.000	.000	.000	.000	.563	.500	.000	.813	.833	.750	.500	.333	.821	.750

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	16:00					16:00					16:15					16:15					
<b>+0 mins.</b>	<b>7</b>												<b>2</b>		<b>4</b>			<b>10</b>		<b>1</b>	
+15 mins.	6	3	0	0	9	0	0	0	0	0	0	2	1	0	3	1	10	1	0	12	
+30 mins.	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	3	4	0	0	7	
+45 mins.	2	0	0	0	2	0	0	0	0	0	0	2	1	0	3	7	6	1	1	15	
Total Volume	16	6	0	0	22	0	0	0	0	0	0	10	4	0	14	14	30	2	2	48	
% App. Total	72.	27.				0	0	0	0	0	0	71.	28.			29.	62.				
	7	3	0	0		0	0	0	0	0	0	4	6	0		2	5	4.2	4.2		
PHF	.57	.50	.00	.00	.611	.00	.00	.00	.00	.000	.00	.62	.50	.00	.875	.50	.75	.50	.50		
	1	0	0	0		0	0	0	0		0	5	0	0		0	0	0	0	.800	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 5- Tuscany Way & US 290 EBFR - PM  
Site Code : 5  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	

Start Time	Tuscany Way Southbound					Westbound					Tuscany Way Northbound					US 290 EBFR Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	17:00					16:00					16:00									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0	
PHF	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - AM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	21	46	0	0	67	0	0	86	0	86	0	15	0	0	15	0	0	0	0	0	168
07:15	21	53	0	0	74	0	0	81	0	81	0	14	0	0	14	0	0	0	0	0	169
07:30	17	42	0	0	59	0	0	101	0	101	0	13	0	0	13	0	0	0	0	0	173
07:45	19	48	0	0	67	2	0	108	0	110	0	17	0	0	17	0	0	0	0	0	194
<b>Total</b>	78	189	0	0	267	2	0	376	0	378	0	59	0	0	59	0	0	0	0	0	704
08:00	24	32	0	0	56	0	0	90	0	90	0	23	0	0	23	0	0	0	0	0	169
08:15	18	35	0	0	53	0	0	59	0	59	0	12	0	0	12	0	0	0	0	0	124
08:30	10	37	0	0	47	0	0	39	0	39	0	17	0	0	17	0	0	0	0	0	103
08:45	9	34	0	0	43	0	0	41	0	41	0	10	0	0	10	0	0	0	0	0	94
<b>Total</b>	61	138	0	0	199	0	0	229	0	229	0	62	0	0	62	0	0	0	0	0	490
Grand Total	139	327	0	0	466	2	0	605	0	607	0	121	0	0	121	0	0	0	0	0	1194
Apprch %	29.8	70.2	0	0		0.3	0	99.7	0		0	100	0	0		0	0	0	0		
Total %	11.6	27.4	0	0	39	0.2	0	50.7	0	50.8	0	10.1	0	0	10.1	0	0	0	0	0	
Vehicles	131	325	0	0	456	2	0	592	0	594	0	120	0	0	120	0	0	0	0	0	1170
% Vehicles	94.2	99.4	0	0	97.9	100	0	97.9	0	97.9	0	99.2	0	0	99.2	0	0	0	0	0	98
Heavy Vehicles																					
% Heavy Vehicles	5.8	0.6	0	0	2.1	0	0	2.1	0	2.1	0	0.8	0	0	0.8	0	0	0	0	0	2

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	21	<b>53</b>	0	0	<b>74</b>	0	0	81	0	81	0	14	0	0	14	0	0	0	0	0	169
07:30	17	42	0	0	59	0	0	101	0	101	0	13	0	0	13	0	0	0	0	0	173
07:45	19	48	0	0	67	<b>2</b>	0	<b>108</b>	0	<b>110</b>	0	17	0	0	17	0	0	0	0	0	<b>194</b>
08:00	<b>24</b>	32	0	0	56	0	0	90	0	90	0	<b>23</b>	0	0	<b>23</b>	0	0	0	0	0	169
Total Volume	81	175	0	0	256	2	0	380	0	382	0	67	0	0	67	0	0	0	0	0	705
% App. Total	31.6	68.4	0	0		0.5	0	99.5	0		0	100	0	0		0	0	0	0		
PHF	.844	.825	.000	.000	.865	.250	.000	.880	.000	.868	.000	.728	.000	.000	.728	.000	.000	.000	.000	.000	.909
Vehicles	76	174	0	0	250	2	0	375	0	377	0	67	0	0	67	0	0	0	0	0	694
% Vehicles	93.8	99.4	0	0	97.7	100	0	98.7	0	98.7	0	100	0	0	100	0	0	0	0	0	98.4
Heavy Vehicles																					
% Heavy Vehicles	6.2	0.6	0	0	2.3	0	0	1.3	0	1.3	0	0	0	0	0	0	0	0	0	0	1.6

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - AM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 2

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					07:15					07:45					07:00					
+0 mins.	21	46	0	0	67	0	0	81	0	81	0	17	0	0	17	0	0	0	0	0	
+15 mins.	21	53	0	0	74	0	0	101	0	101	0	23	0	0	23	0	0	0	0	0	
+30 mins.	17	42	0	0	59	2	0	108	0	110	0	12	0	0	12	0	0	0	0	0	
+45 mins.	19	48	0	0	67	0	0	90	0	90	0	17	0	0	17	0	0	0	0	0	
Total Volume	78	189	0	0	267	2	0	380	0	382	0	69	0	0	69	0	0	0	0	0	
% App. Total	29.2	70.8	0	0		0.5	0	99.5	0		0	100	0	0		0	0	0	0		
PHF	.929	.892	.000	.000	.902	.250	.000	.880	.000	.868	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	
Vehicles	74	188	0	0	262	2	0	375	0	377	0	69	0	0	69	0	0	0	0	0	
% Vehicles																					
Heavy Vehicles	4	1	0	0	5	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	
% Heavy Vehicles	5.1	0.5	0	0	1.9	0	0	1.3	0	1.3	0	0	0	0	0	0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - AM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	20	46	0	0	66	0	0	84	0	84	0	15	0	0	15	0	0	0	0	0	165
07:15	21	53	0	0	74	0	0	81	0	81	0	14	0	0	14	0	0	0	0	0	169
07:30	16	41	0	0	57	0	0	100	0	100	0	13	0	0	13	0	0	0	0	0	170
07:45	17	48	0	0	65	2	0	106	0	108	0	17	0	0	17	0	0	0	0	0	190
<b>Total</b>	<b>74</b>	<b>188</b>	<b>0</b>	<b>0</b>	<b>262</b>	<b>2</b>	<b>0</b>	<b>371</b>	<b>0</b>	<b>373</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>694</b>
08:00	22	32	0	0	54	0	0	88	0	88	0	23	0	0	23	0	0	0	0	0	165
08:15	18	35	0	0	53	0	0	56	0	56	0	12	0	0	12	0	0	0	0	0	121
08:30	10	36	0	0	46	0	0	38	0	38	0	17	0	0	17	0	0	0	0	0	101
08:45	7	34	0	0	41	0	0	39	0	39	0	9	0	0	9	0	0	0	0	0	89
<b>Total</b>	<b>57</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>0</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>476</b>
Grand Total	131	325	0	0	456	2	0	592	0	594	0	120	0	0	120	0	0	0	0	0	1170
Apprch %	28.7	71.3	0	0		0.3	0	99.7	0		0	100	0	0		0	0	0	0	0	
Total %	11.2	27.8	0	0	39	0.2	0	50.6	0	50.8	0	10.3	0	0	10.3	0	0	0	0	0	

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	20	46	0	0	66	0	0	84	0	84	0	15	0	0	15	0	0	0	0	0	165
07:15	21	53	0	0	74	0	0	81	0	81	0	14	0	0	14	0	0	0	0	0	169
07:30	16	41	0	0	57	0	0	100	0	100	0	13	0	0	13	0	0	0	0	0	170
07:45	17	48	0	0	65	2	0	106	0	108	0	17	0	0	17	0	0	0	0	0	190
Total Volume	74	188	0	0	262	2	0	371	0	373	0	59	0	0	59	0	0	0	0	0	694
% App. Total	28.2	71.8	0	0		0.5	0	99.5	0		0	100	0	0		0	0	0	0	0	
PHF	.881	.887	.000	.000	.885	.250	.000	.875	.000	.863	.000	.868	.000	.000	.868	.000	.000	.000	.000	.000	.913

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					07:15					07:45					07:00					
+0 mins.	20	46	0	0	66	0	0	81	0	81	0	17	0	0	17	0	0	0	0	0	0
+15 mins.	21	53	0	0	74	0	0	81	0	81	0	23	0	0	23	0	0	0	0	0	0
+30 mins.	16	41	0	0	57	2	0	106	0	108	0	12	0	0	12	0	0	0	0	0	0
+45 mins.	17	48	0	0	65	0	0	88	0	88	0	17	0	0	17	0	0	0	0	0	0
Total Volume	74	188	0	0	262	2	0	375	0	377	0	69	0	0	69	0	0	0	0	0	0
% App. Total	28.	71.	0	0		0.5	0	99.	0		0	100	0	0		0	0	0	0	0	
PHF	.88	.88	.00	.00	.885	.25	.00	.88	.00	.873	.00	.75	.00	.00	.750	.00	.00	.00	.00	.00	.000
	1	7	0	0		0	0	4	0		0	0	0	0		0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - AM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
08:00	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
08:45	2	0	0	0	2	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
Grand Total	8	2	0	0	10	0	0	13	0	13	0	1	0	0	1	0	0	0	0	0	0
Apprch %	80	20	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
Total %	33.3	8.3	0	0	41.7	0	0	54.2	0	54.2	0	4.2	0	0	4.2	0	0	0	0	0	0

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:00	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
Total Volume	5	1	0	0	6	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0
% App. Total	83.3	16.7	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
PHF	.625	.250	.000	.000	.750	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.875

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:30					08:00					07:00				
+0 mins.	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	1			2															
+30 mins.	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	0	2	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0
Total Volume	5	1	0	0	6	0	0	8	0	8	0	1	0	0	1	0	0	0	0	0
% App. Total	83.3	16.7	0	0		0	0	100	0		0	100	0	0		0	0	0	0	
PHF	.62	.25	.00	.00	.750	.00	.00	.66	.00	.667	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000
	5	0	0	0		0	0	7	0		0	0	0	0		0	0	0	0	



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - AM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:45					07:00					07:00					07:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - PM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	52	20	0	0	72	0	0	30	0	30	0	29	0	0	29	0	0	0	0	0	131
16:15	43	36	0	0	79	0	0	26	0	26	0	31	0	0	31	0	0	0	0	0	136
16:30	59	21	0	0	80	0	0	30	0	30	0	43	0	0	43	0	0	0	0	0	153
16:45	79	23	0	0	102	1	0	36	0	37	0	34	0	0	34	0	0	0	0	0	173
<b>Total</b>	<b>233</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>333</b>	<b>1</b>	<b>0</b>	<b>122</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>593</b>
17:00	90	26	0	0	116	0	0	55	0	55	0	53	0	0	53	0	0	0	0	0	224
17:15	87	17	0	0	104	0	0	49	0	49	0	73	0	0	73	0	0	0	0	0	226
17:30	64	31	0	0	95	0	0	35	0	35	0	57	0	0	57	0	0	0	0	0	187
17:45	64	29	0	0	93	0	0	39	0	39	0	44	0	0	44	0	0	0	0	0	176
<b>Total</b>	<b>305</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>408</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>813</b>
Grand Total	538	203	0	0	741	1	0	300	0	301	0	364	0	0	364	0	0	0	0	0	1406
Apprch %	72.6	27.4	0	0		0.3	0	99.7	0		0	100	0	0		0	0	0	0		
Total %	38.3	14.4	0	0	52.7	0.1	0	21.3	0	21.4	0	25.9	0	0	25.9	0	0	0	0	0	
Vehicles	531	202	0	0	733	1	0	287	0	288	0	364	0	0	364	0	0	0	0	0	1385
% Vehicles	98.7	99.5	0	0	98.9	100	0	95.7	0	95.7	0	100	0	0	100	0	0	0	0	0	98.5
Heavy Vehicles																					
% Heavy Vehicles	1.3	0.5	0	0	1.1	0	0	4.3	0	4.3	0	0	0	0	0	0	0	0	0	0	1.5

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	<b>90</b>	26	0	0	<b>116</b>	0	0	<b>55</b>	0	<b>55</b>	0	53	0	0	53	0	0	0	0	0	224
17:15	87	17	0	0	104	0	0	49	0	49	0	<b>73</b>	0	0	<b>73</b>	0	0	0	0	0	<b>226</b>
17:30	64	<b>31</b>	0	0	95	0	0	35	0	35	0	57	0	0	57	0	0	0	0	0	187
17:45	64	29	0	0	93	0	0	39	0	39	0	44	0	0	44	0	0	0	0	0	176
Total Volume	305	103	0	0	408	0	0	178	0	178	0	227	0	0	227	0	0	0	0	0	813
% App. Total	74.8	25.2	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.847	.831	.000	.000	.879	.000	.000	.809	.000	.809	.000	.777	.000	.000	.777	.000	.000	.000	.000	.000	.899
Vehicles	299	103	0	0	402	0	0	172	0	172	0	227	0	0	227	0	0	0	0	0	801
% Vehicles	98.0	100	0	0	98.5	0	0	96.6	0	96.6	0	100	0	0	100	0	0	0	0	0	98.5
Heavy Vehicles																					
% Heavy Vehicles	2.0	0	0	0	1.5	0	0	3.4	0	3.4	0	0	0	0	0	0	0	0	0	0	1.5

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - PM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 2

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:45					17:00					17:00					16:00					
+0 mins.	79	23	0	0	102	0	0	55	0	55	0	53	0	0	53	0	0	0	0	0	
+15 mins.	90	26	0	0	116	0	0	49	0	49	0	73	0	0	73	0	0	0	0	0	
+30 mins.	87	17	0	0	104	0	0	35	0	35	0	57	0	0	57	0	0	0	0	0	
+45 mins.	64	31	0	0	95	0	0	39	0	39	0	44	0	0	44	0	0	0	0	0	
Total Volume	320	97	0	0	417	0	0	178	0	178	0	227	0	0	227	0	0	0	0	0	
% App. Total	76.7	23.3	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.889	.782	.000	.000	.899	.000	.000	.809	.000	.809	.000	.777	.000	.000	.777	.000	.000	.000	.000	.000	
Vehicles	313	97	0	0	410	0	0	172	0	172	0	227	0	0	227	0	0	0	0	0	
% Vehicles																					
Heavy Vehicles	7	0	0	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	
% Heavy Vehicles	2.2	0	0	0	1.7	0	0	3.4	0	3.4	0	0	0	0	0	0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - PM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	52	20	0	0	72	0	0	28	0	28	0	29	0	0	29	0	0	0	0	0	129
16:15	43	36	0	0	79	0	0	24	0	24	0	31	0	0	31	0	0	0	0	0	134
16:30	59	20	0	0	79	0	0	27	0	27	0	43	0	0	43	0	0	0	0	0	149
16:45	78	23	0	0	101	1	0	36	0	37	0	34	0	0	34	0	0	0	0	0	172
<b>Total</b>	<b>232</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>331</b>	<b>1</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>116</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>584</b>
17:00	87	26	0	0	113	0	0	54	0	54	0	53	0	0	53	0	0	0	0	0	220
17:15	86	17	0	0	103	0	0	46	0	46	0	73	0	0	73	0	0	0	0	0	222
17:30	62	31	0	0	93	0	0	35	0	35	0	57	0	0	57	0	0	0	0	0	185
17:45	64	29	0	0	93	0	0	37	0	37	0	44	0	0	44	0	0	0	0	0	174
<b>Total</b>	<b>299</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>402</b>	<b>0</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>801</b>
Grand Total	531	202	0	0	733	1	0	287	0	288	0	364	0	0	364	0	0	0	0	0	1385
Apprch %	72.4	27.6	0	0		0.3	0	99.7	0		0	100	0	0		0	0	0	0	0	
Total %	38.3	14.6	0	0	52.9	0.1	0	20.7	0	20.8	0	26.3	0	0	26.3	0	0	0	0	0	

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	87	26	0	0	113	0	0	54	0	54	0	53	0	0	53	0	0	0	0	0	220
17:15	86	17	0	0	103	0	0	46	0	46	0	73	0	0	73	0	0	0	0	0	222
17:30	62	31	0	0	93	0	0	35	0	35	0	57	0	0	57	0	0	0	0	0	185
17:45	64	29	0	0	93	0	0	37	0	37	0	44	0	0	44	0	0	0	0	0	174
Total Volume	299	103	0	0	402	0	0	172	0	172	0	227	0	0	227	0	0	0	0	0	801
% App. Total	74.4	25.6	0	0		0	0	100	0		0	100	0	0		0	0	0	0	0	
PHF	.859	.831	.000	.000	.889	.000	.000	.796	.000	.796	.000	.777	.000	.000	.777	.000	.000	.000	.000	.000	.902

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					16:45					17:00					16:00					
+0 mins.	78	23	0	0	101	1	0	54	0	54	0	73	0	0	73	0	0	0	0	0	0
+15 mins.	87	26	0	0	113	0	0	54	0	54	0	73	0	0	73	0	0	0	0	0	0
+30 mins.	86	17	0	0	103	0	0	46	0	46	0	57	0	0	57	0	0	0	0	0	0
+45 mins.	62	31	0	0	93	0	0	35	0	35	0	44	0	0	44	0	0	0	0	0	0
Total Volume	313	97	0	0	410	1	0	171	0	172	0	227	0	0	227	0	0	0	0	0	0
% App. Total	76.	23.	0	0		0.6	0	99.	0		0	100	0	0		0	0	0	0	0	
	3	7	0	0				4	0												
PHF	.89	.78	.00	.00	.907	.25	.00	.79	.00	.796	.00	.77	.00	.00	.777	.00	.00	.00	.00	.00	.000
	9	2	0	0		0	0	2	0	.796	0	7	0	0	.777	0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - PM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
17:00	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
17:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
Grand Total	7	1	0	0	8	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	0
Apprch %	87.5	12.5	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
Total %	33.3	4.8	0	0	38.1	0	0	61.9	0	61.9	0	0	0	0	0	0	0	0	0	0	0

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
Total Volume	5	1	0	0	6	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0
% App. Total	83.3	16.7	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
PHF	.417	.250	.000	.000	.500	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.813

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					16:00					16:00					16:00					
+0 mins.	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	3				3																
+30 mins.	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	7	0	0	0	7	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
PHF	.58	.00	.00	.00	.583	.00	.00	.58	.00	.583	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	
	3	0	0	0		0	0	3	0		0	0	0	0		0	0	0	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 1 - Sprinkle Rd & Cameron Rd - PM  
Site Code : 1\_\_\_\_\_  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Sprinkle Rd Southbound					Cameron Rd Westbound					Sprinkle Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00					16:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - AM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	36	72	0	0	108	1	0	8	0	9	0	25	0	0	25	142
07:15	0	0	0	0	0	46	85	0	0	131	0	0	10	0	10	0	22	0	0	22	163
07:30	0	0	0	0	0	48	105	0	0	153	1	0	8	0	9	0	15	0	0	15	177
07:45	0	0	0	0	0	42	111	0	0	153	1	0	10	0	11	0	19	0	0	19	183
<b>Total</b>	0	0	0	0	0	172	373	0	0	545	3	0	36	0	39	0	81	0	0	81	665
08:00	0	0	0	0	0	18	72	0	0	90	1	0	11	0	12	0	24	0	0	24	126
08:15	0	0	0	0	0	19	53	0	0	72	1	0	4	0	5	0	18	0	0	18	95
08:30	0	0	0	0	0	19	35	0	0	54	1	0	5	0	6	0	12	0	0	12	72
08:45	0	0	0	0	0	5	37	0	0	42	2	0	3	0	5	0	10	0	0	10	57
<b>Total</b>	0	0	0	0	0	61	197	0	0	258	5	0	23	0	28	0	64	0	0	64	350
Grand Total	0	0	0	0	0	233	570	0	0	803	8	0	59	0	67	0	145	0	0	145	1015
Apprch %	0	0	0	0	0	29	71	0	0		11.9	0	88.1	0		0	100	0	0		
Total %	0	0	0	0	0	23	56.2	0	0	79.1	0.8	0	5.8	0	6.6	0	14.3	0	0	14.3	
Vehicles	0	0	0	0	0	231	553	0	0	784	7	0	58	0	65	0	137	0	0	137	986
% Vehicles	0	0	0	0	0	99.1	97	0	0	97.6	87.5	0	98.3	0	97	0	94.5	0	0	94.5	97.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0.9	3	0	0	2.4	12.5	0	1.7	0	3	0	5.5	0	0	5.5	2.9

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	36	72	0	0	108	1	0	8	0	9	0	<b>25</b>	0	0	<b>25</b>	142
07:15	0	0	0	0	0	46	85	0	0	131	0	0	<b>10</b>	0	10	0	22	0	0	22	163
07:30	0	0	0	0	0	<b>48</b>	105	0	0	<b>153</b>	1	0	8	0	9	0	15	0	0	15	177
07:45	0	0	0	0	0	42	<b>111</b>	0	0	153	1	0	10	0	<b>11</b>	0	19	0	0	19	<b>183</b>
Total Volume	0	0	0	0	0	172	373	0	0	545	3	0	36	0	39	0	81	0	0	81	665
% App. Total	0	0	0	0	0	31.6	68.4	0	0		7.7	0	92.3	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.896	.840	.000	.000	.891	.750	.000	.900	.000	.886	.000	.810	.000	.000	.810	.908
Vehicles	0	0	0	0	0	170	365	0	0	535	2	0	35	0	37	0	78	0	0	78	650
% Vehicles						98.8	97.9	0	0	98.2	66.7	0	97.2	0	94.9	0	96.3	0	0	96.3	97.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	1.2	2.1	0	0	1.8	33.3	0	2.8	0	5.1	0	3.7	0	0	3.7	2.3

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - AM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 2

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:00					07:15					07:00				
+0 mins.	0	0	0	0	0	36	72	0	0	108	0	0	10	0	10	0	<b>25</b>	0	0	<b>25</b>
+15 mins.	0	0	0	0	0	46	85	0	0	131	1	0	8	0	9	0	22	0	0	22
+30 mins.	0	0	0	0	0	<b>48</b>	105	0	0	<b>153</b>	1	0	10	0	11	0	15	0	0	15
+45 mins.	0	0	0	0	0	42	<b>111</b>	0	0	153	1	0	<b>11</b>	0	<b>12</b>	0	19	0	0	19
Total Volume	0	0	0	0	0	172	373	0	0	545	3	0	39	0	42	0	81	0	0	81
% App. Total	0	0	0	0	0	31.6	68.4	0	0		7.1	0	92.9	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.896	.840	.000	.000	.891	.750	.000	.886	.000	.875	.000	.810	.000	.000	.810
Vehicles	0	0	0	0	0	170	365	0	0	535	3	0	38	0	41	0	78	0	0	78
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	2	8	0	0	10	0	0	1	0	1	0	3	0	0	3
% Heavy Vehicles	0	0	0	0	0	1.2	2.1	0	0	1.8	0	0	2.6	0	2.4	0	3.7	0	0	3.7



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - AM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	35	72	0	0	107	0	0	8	0	8	0	25	0	0	25	140
07:15	0	0	0	0	0	46	82	0	0	128	0	0	10	0	10	0	21	0	0	21	159
07:30	0	0	0	0	0	48	103	0	0	151	1	0	7	0	8	0	14	0	0	14	173
07:45	0	0	0	0	0	41	108	0	0	149	1	0	10	0	11	0	18	0	0	18	178
<b>Total</b>	0	0	0	0	0	170	365	0	0	535	2	0	35	0	37	0	78	0	0	78	650
08:00	0	0	0	0	0	18	71	0	0	89	1	0	11	0	12	0	22	0	0	22	123
08:15	0	0	0	0	0	19	48	0	0	67	1	0	4	0	5	0	18	0	0	18	90
08:30	0	0	0	0	0	19	35	0	0	54	1	0	5	0	6	0	10	0	0	10	70
08:45	0	0	0	0	0	5	34	0	0	39	2	0	3	0	5	0	9	0	0	9	53
<b>Total</b>	0	0	0	0	0	61	188	0	0	249	5	0	23	0	28	0	59	0	0	59	336
<b>Grand Total</b>	0	0	0	0	0	231	553	0	0	784	7	0	58	0	65	0	137	0	0	137	986
Apprch %	0	0	0	0	0	29.5	70.5	0	0		10.8	0	89.2	0		0	100	0	0		
Total %	0	0	0	0	0	23.4	56.1	0	0	79.5	0.7	0	5.9	0	6.6	0	13.9	0	0	13.9	

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	35	72	0	0	107	0	0	8	0	8	0	25	0	0	25	140
07:15	0	0	0	0	0	46	82	0	0	128	0	0	10	0	10	0	21	0	0	21	159
07:30	0	0	0	0	0	48	103	0	0	151	1	0	7	0	8	0	14	0	0	14	173
07:45	0	0	0	0	0	41	108	0	0	149	1	0	10	0	11	0	18	0	0	18	178
Total Volume	0	0	0	0	0	170	365	0	0	535	2	0	35	0	37	0	78	0	0	78	650
% App. Total	0	0	0	0	0	31.8	68.2	0	0		5.4	0	94.6	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.885	.845	.000	.000	.886	.500	.000	.875	.000	.841	.000	.780	.000	.000	.780	.913

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:00					07:15					07:00				
+0 mins.	0	0	0	0	0	35	72	0	0	107	0	0	10	0	10	0	25	0	0	25
+15 mins.	0	0	0	0	0	46	82	0	0	128	1	0	7	0	8	0	21	0	0	21
+30 mins.	0	0	0	0	0	48	103	0	0	151	1	0	10	0	11	0	14	0	0	14
+45 mins.	0	0	0	0	0	41	108	0	0	149	1	0	11	0	12	0	18	0	0	18
Total Volume	0	0	0	0	0	170	365	0	0	535	3	0	38	0	41	0	78	0	0	78
% App. Total	0	0	0	0	0	31.8	68.2	0	0		7.3	0	92.7	0		0	100	0	0	
PHF	.00	.00	.00	.00	.000	.88	.84	.00	.00	.886	.75	.00	.86	.00	.854	.00	.78	.00	.00	.780
	0	0	0	0		5	5	0	0		0	0	4	0		0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - AM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0
07:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
07:30	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
07:45	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>15</b>
08:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>14</b>
Grand Total	0	0	0	0	0	2	17	0	0	19	1	0	1	0	2	0	8	0	0	8	29
Apprch %	0	0	0	0	0	10.5	89.5	0	0		50	0	50	0		0	100	0	0		
Total %	0	0	0	0	0	6.9	58.6	0	0	65.5	3.4	0	3.4	0	6.9	0	27.6	0	0	27.6	

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
07:45	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
08:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	0	1	11	0	0	12	0	0	1	0	1	0	4	0	0	4	17
% App. Total	0	0	0	0	0	8.3	91.7	0	0		0	0	100	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.550	.000	.000	.600	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.850

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:30					07:00					07:15				
+0 mins.	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1
+15 mins.	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2
Total Volume	0	0	0	0	0	1	11	0	0	12	1	0	1	0	2	0	5	0	0	5
% App. Total	0	0	0	0	0	8.3	91.7	0	0		50	0	50	0		0	100	0	0	
PHF	.00	.00	.00	.00	.000	.25	.55	.00	.00	.600	.25	.00	.25	.00	.500	.00	.62	.00	.00	.625
	0	0	0	0		0	0	0	0		0	0	0	0		0	5	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - AM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Apprch % Total %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00																						
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00									
+0 mins.	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
+15 mins.	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
+30 mins.	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
+45 mins.	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
<b>Total Volume</b>	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
<b>% App. Total</b>	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
<b>PHF</b>	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - PM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 1

## Groups Printed- Vehicles - Heavy Vehicles

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	8	28	0	0	36	0	0	33	1	34	0	55	0	0	55	125
16:15	0	0	0	0	0	4	25	0	0	29	2	0	42	0	44	0	43	0	0	43	116
16:30	0	0	0	0	0	9	32	0	0	41	3	0	50	0	53	0	71	0	0	71	165
16:45	0	0	0	0	0	10	34	0	1	45	3	0	67	0	70	0	73	0	0	73	188
<b>Total</b>	0	0	0	0	0	31	119	0	1	151	8	0	192	1	201	0	242	0	0	242	594
17:00	0	0	0	0	0	9	52	0	0	61	4	0	51	0	55	0	99	0	0	99	215
17:15	0	0	0	0	0	9	38	0	0	47	6	0	82	0	88	0	78	0	0	78	213
17:30	0	0	0	0	0	10	34	0	0	44	2	0	68	0	70	0	65	0	0	65	179
17:45	0	0	0	0	0	12	32	0	0	44	7	0	53	0	60	0	58	0	0	58	162
<b>Total</b>	0	0	0	0	0	40	156	0	0	196	19	0	254	0	273	0	300	0	0	300	769
Grand Total	0	0	0	0	0	71	275	0	1	347	27	0	446	1	474	0	542	0	0	542	1363
Apprch %	0	0	0	0	0	20.5	79.3	0	0.3		5.7	0	94.1	0.2		0	100	0	0		
Total %	0	0	0	0	0	5.2	20.2	0	0.1	25.5	2	0	32.7	0.1	34.8	0	39.8	0	0	39.8	
Vehicles	0	0	0	0	0	70	264	0	1	335	26	0	444	1	471	0	533	0	0	533	1339
% Vehicles	0	0	0	0	0	98.6	96	0	100	96.5	96.3	0	99.6	100	99.4	0	98.3	0	0	98.3	98.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	1.4	4	0	0	3.5	3.7	0	0.4	0	0.6	0	1.7	0	0	1.7	1.8

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	<b>10</b>	34	0	1	45	3	0	67	0	70	0	73	0	0	73	188
17:00	0	0	0	0	0	9	<b>52</b>	0	0	<b>61</b>	4	0	51	0	55	0	<b>99</b>	0	0	<b>99</b>	<b>215</b>
17:15	0	0	0	0	0	9	38	0	0	47	<b>6</b>	0	<b>82</b>	0	<b>88</b>	0	78	0	0	78	213
17:30	0	0	0	0	0	10	34	0	0	44	2	0	68	0	70	0	65	0	0	65	179
Total Volume	0	0	0	0	0	38	158	0	1	197	15	0	268	0	283	0	315	0	0	315	795
% App. Total	0	0	0	0	0	19.3	80.2	0	0.5		5.3	0	94.7	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.950	.760	.000	.250	.807	.625	.000	.817	.000	.804	.000	.795	.000	.000	.795	.924
Vehicles	0	0	0	0	0	38	153	0	1	192	15	0	268	0	283	0	307	0	0	307	782
% Vehicles							96.8	0	100	97.5	100	0	100	0	100	0	97.5	0	0	97.5	98.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	3.2	0	0	2.5	0	0	0	0	0	0	2.5	0	0	2.5	1.6

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - PM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 2

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:45					16:45					16:30					
+0 mins.	0	0	0	0	0	<b>10</b>	34	0	<b>1</b>	45	3	0	67	0	70	0	71	0	0	71	
+15 mins.	0	0	0	0	0	9	<b>52</b>	0	0	<b>61</b>	4	0	51	0	55	0	73	0	0	73	
+30 mins.	0	0	0	0	0	9	38	0	0	47	<b>6</b>	0	<b>82</b>	0	<b>88</b>	0	<b>99</b>	0	0	<b>99</b>	
+45 mins.	0	0	0	0	0	10	34	0	0	44	2	0	68	0	70	0	78	0	0	78	
Total Volume	0	0	0	0	0	38	158	0	1	197	15	0	268	0	283	0	321	0	0	321	
% App. Total	0	0	0	0	0	19.3	80.2	0	0.5		5.3	0	94.7	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.950	.760	.000	.250	.807	.625	.000	.817	.000	.804	.000	.811	.000	.000	.811	
Vehicles	0	0	0	0	0	38	153	0	1	192	15	0	268	0	283	0	315	0	0	315	
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	
% Heavy Vehicles	0	0	0	0	0	0	3.2	0	0	2.5	0	0	0	0	0	0	1.9	0	0	1.9	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - PM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehcles

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	8	28	0	0	36	0	0	33	1	34	0	55	0	0	55	125
16:15	0	0	0	0	0	4	23	0	0	27	2	0	41	0	43	0	42	0	0	42	112
16:30	0	0	0	0	0	8	29	0	0	37	3	0	50	0	53	0	71	0	0	71	161
16:45	0	0	0	0	0	10	34	0	1	45	3	0	67	0	70	0	71	0	0	71	186
<b>Total</b>	0	0	0	0	0	30	114	0	1	145	8	0	191	1	200	0	239	0	0	239	584
17:00	0	0	0	0	0	9	50	0	0	59	4	0	51	0	55	0	96	0	0	96	210
17:15	0	0	0	0	0	9	35	0	0	44	6	0	82	0	88	0	77	0	0	77	209
17:30	0	0	0	0	0	10	34	0	0	44	2	0	68	0	70	0	63	0	0	63	177
17:45	0	0	0	0	0	12	31	0	0	43	6	0	52	0	58	0	58	0	0	58	159
<b>Total</b>	0	0	0	0	0	40	150	0	0	190	18	0	253	0	271	0	294	0	0	294	755
Grand Total	0	0	0	0	0	70	264	0	1	335	26	0	444	1	471	0	533	0	0	533	1339
Apprch %	0	0	0	0	0	20.9	78.8	0	0.3		5.5	0	94.3	0.2		0	100	0	0		
Total %	0	0	0	0	0	5.2	19.7	0	0.1	25	1.9	0	33.2	0.1	35.2	0	39.8	0	0	39.8	

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	10	34	0	1	45	3	0	67	0	70	0	71	0	0	71	186
17:00	0	0	0	0	0	9	50	0	0	59	4	0	51	0	55	0	96	0	0	96	210
17:15	0	0	0	0	0	9	35	0	0	44	6	0	82	0	88	0	77	0	0	77	209
17:30	0	0	0	0	0	10	34	0	0	44	2	0	68	0	70	0	63	0	0	63	177
Total Volume	0	0	0	0	0	38	153	0	1	192	15	0	268	0	283	0	307	0	0	307	782
% App. Total	0	0	0	0	0	19.8	79.7	0	0.5		5.3	0	94.7	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.950	.765	.000	.250	.814	.625	.000	.817	.000	.804	.000	.799	.000	.000	.799	.931

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00					16:45					16:45					16:30				
+0 mins.	0	0	0	0	0	10			1		4	0	51	0	55	0	71	0	0	71
+15 mins.	0	0	0	0	0	9	50	0	0	59	6	0	82	0	88	0	96	0	0	96
+30 mins.	0	0	0	0	0	9	35	0	0	44	6	0	82	0	88	0	77	0	0	77
+45 mins.	0	0	0	0	0	10	34	0	0	44	2	0	68	0	70	0	77	0	0	77
Total Volume	0	0	0	0	0	38	153	0	1	192	15	0	268	0	283	0	315	0	0	315
% App. Total	0	0	0	0	0	19.8	79.7	0	0.5		5.3	0	94.7	0		0	100	0	0	
PHF	.00	.00	.00	.00	.000	.95	.76	.00	.25	.814	.62	.00	.81	.00	.804	.00	.82	.00	.00	.820
	0	0	0	0		0	5	0	0		5	0	7	0		0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - PM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
16:30	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
<b>Total</b>	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	0	3	0	0	3	10
17:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
17:45	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	3
<b>Total</b>	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	0	6	0	0	6	14
Grand Total	0	0	0	0	0	1	11	0	0	12	1	0	2	0	3	0	9	0	0	9	24
Approch %	0	0	0	0	0	8.3	91.7	0	0		33.3	0	66.7	0		0	100	0	0		
Total %	0	0	0	0	0	4.2	45.8	0	0	50	4.2	0	8.3	0	12.5	0	37.5	0	0	37.5	

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
16:30	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
17:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total Volume	0	0	0	0	0	1	7	0	0	8	0	0	1	0	1	0	6	0	0	6	15
% App. Total	0	0	0	0	0	12.5	87.5	0	0		0	0	100	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.583	.000	.000	.500	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.750

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00					16:30					17:00					16:45					
+0 mins.	0	0	0	0	0	1	3			4											
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
+30 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	
+45 mins.	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	2	0	0	2	
Total Volume	0	0	0	0	0	1	8	0	0	9	1	0	1	0	2	0	8	0	0	8	
% App. Total	0	0	0	0	0	11.1	88.9	0	0		50	0	50	0		0	100	0	0		
PHF	.00	.00	.00	.00	.000	.25	.667	.00	.00	.563	.25	.00	.25	.00	.250	.00	.667	.00	.00	.667	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 2 - Cameron Rd & Springdale Rd - PM  
Site Code : 2  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Apprch % Total %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Southbound					Cameron Rd Westbound					Springdale Rd Northbound					Cameron Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 16:00																						
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00					16:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - AM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	28	0	0	28	0	0	0	0	0	22	9	0	0	31	0	43	0	0	43	102
07:15	0	38	0	0	38	0	0	0	0	0	18	5	0	0	23	0	46	0	0	46	107
07:30	0	29	0	0	29	0	0	0	0	0	14	6	0	0	20	0	35	0	0	35	84
07:45	0	22	0	0	22	0	0	0	0	0	13	10	0	0	23	0	32	0	0	32	77
<b>Total</b>	0	117	0	0	117	0	0	0	0	0	67	30	0	0	97	0	156	0	0	156	370
08:00	0	20	0	0	20	0	0	0	0	0	11	5	0	0	16	0	41	0	0	41	77
08:15	0	11	0	0	11	0	0	0	0	0	9	6	0	0	15	0	34	0	0	34	60
08:30	0	19	0	0	19	0	0	0	0	0	8	5	0	0	13	1	37	0	0	38	70
08:45	0	7	0	0	7	0	0	0	0	0	7	4	0	0	11	0	33	0	0	33	51
<b>Total</b>	0	57	0	0	57	0	0	0	0	0	35	20	0	0	55	1	145	0	0	146	258
Grand Total	0	174	0	0	174	0	0	0	0	0	102	50	0	0	152	1	301	0	0	302	628
Apprch %	0	100	0	0		0	0	0	0		67.1	32.9	0	0		0.3	99.7	0	0		
Total %	0	27.7	0	0	27.7	0	0	0	0	0	16.2	8	0	0	24.2	0.2	47.9	0	0	48.1	
Vehicles	0	172	0	0	172	0	0	0	0	0	101	49	0	0	150	1	300	0	0	301	623
% Vehicles	0	98.9	0	0	98.9	0	0	0	0	0	99	98	0	0	98.7	100	99.7	0	0	99.7	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	1.1	0	0	1.1	0	0	0	0	0	1	2	0	0	1.3	0	0.3	0	0	0.3	0.8

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	28	0	0	28	0	0	0	0	0	<b>22</b>	9	0	0	<b>31</b>	0	43	0	0	43	102
07:15	0	<b>38</b>	0	0	<b>38</b>	0	0	0	0	0	18	5	0	0	23	0	<b>46</b>	0	0	<b>46</b>	<b>107</b>
07:30	0	29	0	0	29	0	0	0	0	0	14	6	0	0	20	0	35	0	0	35	84
07:45	0	22	0	0	22	0	0	0	0	0	13	<b>10</b>	0	0	23	0	32	0	0	32	77
Total Volume	0	117	0	0	117	0	0	0	0	0	67	30	0	0	97	0	156	0	0	156	370
% App. Total	0	100	0	0		0	0	0	0		69.1	30.9	0	0		0	100	0	0		
PHF	.000	.770	.000	.000	.770	.000	.000	.000	.000	.000	.761	.750	.000	.000	.782	.000	.848	.000	.000	.848	.864
Vehicles	0	115	0	0	115	0	0	0	0	0	67	29	0	0	96	0	155	0	0	155	366
% Vehicles		98.3	0	0	98.3	0	0	0	0	0	100	96.7	0	0	99.0	0	99.4	0	0	99.4	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	1.7	0	0	1.7	0	0	0	0	0	0	3.3	0	0	1.0	0	0.6	0	0	0.6	1.1

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - AM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 2

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					07:00					07:00					07:00					
+0 mins.	0	28	0	0	28	0	0	0	0	0	22	9	0	0	31	0	43	0	0	43	
+15 mins.	0	38	0	0	38	0	0	0	0	0	18	5	0	0	23	0	46	0	0	46	
+30 mins.	0	29	0	0	29	0	0	0	0	0	14	6	0	0	20	0	35	0	0	35	
+45 mins.	0	22	0	0	22	0	0	0	0	0	13	10	0	0	23	0	32	0	0	32	
Total Volume	0	117	0	0	117	0	0	0	0	0	67	30	0	0	97	0	156	0	0	156	
% App. Total	0	100	0	0		0	0	0	0		69.1	30.9	0	0		0	100	0	0		
PHF	.000	.770	.000	.000	.770	.000	.000	.000	.000	.000	.761	.750	.000	.000	.782	.000	.848	.000	.000	.848	
Vehicles	0	115	0	0	115	0	0	0	0	0	67	29	0	0	96	0	155	0	0	155	
% Vehicles																					
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	
% Heavy Vehicles	0	1.7	0	0	1.7	0	0	0	0	0	0	3.3	0	0	1	0	0.6	0	0	0.6	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - AM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
07:00	0	27	0	0	27	0	0	0	0	0	22	8	0	0	30	0	43	0	0	43	100
07:15	0	38	0	0	38	0	0	0	0	0	18	5	0	0	23	0	45	0	0	45	106
07:30	0	28	0	0	28	0	0	0	0	0	14	6	0	0	20	0	35	0	0	35	83
07:45	0	22	0	0	22	0	0	0	0	0	13	10	0	0	23	0	32	0	0	32	77
<b>Total</b>	0	115	0	0	115	0	0	0	0	0	67	29	0	0	96	0	155	0	0	155	366
08:00	0	20	0	0	20	0	0	0	0	0	11	5	0	0	16	0	41	0	0	41	77
08:15	0	11	0	0	11	0	0	0	0	0	9	6	0	0	15	0	34	0	0	34	60
08:30	0	19	0	0	19	0	0	0	0	0	7	5	0	0	12	1	37	0	0	38	69
08:45	0	7	0	0	7	0	0	0	0	0	7	4	0	0	11	0	33	0	0	33	51
<b>Total</b>	0	57	0	0	57	0	0	0	0	0	34	20	0	0	54	1	145	0	0	146	257
Grand Total	0	172	0	0	172	0	0	0	0	0	101	49	0	0	150	1	300	0	0	301	623
Apprch %	0	100	0	0		0	0	0	0	0	67.3	32.7	0	0		0.3	99.7	0	0		
Total %	0	27.6	0	0	27.6	0	0	0	0	0	16.2	7.9	0	0	24.1	0.2	48.2	0	0	48.3	

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	27	0	0	27	0	0	0	0	0	22	8	0	0	30	0	43	0	0	43	100
07:15	0	38	0	0	38	0	0	0	0	0	18	5	0	0	23	0	45	0	0	45	106
07:30	0	28	0	0	28	0	0	0	0	0	14	6	0	0	20	0	35	0	0	35	83
07:45	0	22	0	0	22	0	0	0	0	0	13	10	0	0	23	0	32	0	0	32	77
Total Volume	0	115	0	0	115	0	0	0	0	0	67	29	0	0	96	0	155	0	0	155	366
% App. Total	0	100	0	0		0	0	0	0	0	69.8	30.2	0	0		0	100	0	0		
PHF	.000	.757	.000	.000	.757	.000	.000	.000	.000	.000	.761	.725	.000	.000	.800	.000	.861	.000	.000	.861	.863

	07:00					07:00					07:00					PHF					
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total						
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
+0 mins.	0	27	0	0	27	0	0	0	0	0	22	5	0	0	30	0	45	0	0	45	
+15 mins.	0	38	0	0	38	0	0	0	0	0	18	6	0	0	23	0	35	0	0	35	
+30 mins.	0	28	0	0	28	0	0	0	0	0	14	10	0	0	23	0	32	0	0	32	
+45 mins.	0	22	0	0	22	0	0	0	0	0	13	8	0	0	23	0	32	0	0	32	
Total Volume	0	115	0	0	115	0	0	0	0	0	67	29	0	0	96	0	155	0	0	155	
% App. Total	0	100	0	0		0	0	0	0	0	69.8	30.2	0	0		0	100	0	0		
PHF	.00	.75	.00	.00	.757	.00	.00	.00	.00	.000	.76	.72	.00	.00	.800	.00	.86	.00	.00	.861	.861
	0	7	0	0		0	0	0	0		1	5	0	0		0	1	0	0		

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - AM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
07:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
<b>Grand Total</b>	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	1	0	0	0	0	5
<b>Apprch %</b>	0	100	0	0		0	0	0	0		50	50	0	0		0	100	0	0			
<b>Total %</b>	0	40	0	0	40	0	0	0	0	0	20	20	0	0	40	0	20	0	0	20		

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
<b>Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1</b>																						
<b>Peak Hour for Entire Intersection Begins at 07:00</b>																						
07:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	4
<b>% App. Total</b>	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0			
<b>PHF</b>	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.500	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	07:00					07:00					07:00					07:00						
<b>+0 mins.</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
<b>+15 mins.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
<b>+30 mins.</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>+45 mins.</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1
<b>% App. Total</b>	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0			
<b>PHF</b>	.00	.50	.00	.00	.500	.00	.00	.00	.00	.000	.00	.25	.00	.00	.250	.00	.25	.00	.00	.250	.500	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - AM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Apprch % Total %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00																						
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00									
+0 mins.	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
+15 mins.	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
+30 mins.	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
+45 mins.	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
<b>Total Volume</b>	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
<b>% App. Total</b>	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
<b>PHF</b>	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - PM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 1

### Groups Printed- Vehicles - Heavy Vehicles

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	8	0	0	8	0	0	0	0	0	30	29	0	0	59	1	24	0	0	25	92
16:15	0	4	0	0	4	0	0	0	0	0	36	47	0	0	83	2	25	0	0	27	114
16:30	0	11	0	0	11	0	0	0	0	0	38	52	0	0	90	2	21	0	0	23	124
16:45	0	8	0	0	8	0	0	0	0	0	36	65	0	0	101	1	20	0	0	21	130
<b>Total</b>	0	31	0	0	31	0	0	0	0	0	140	193	0	0	333	6	90	0	0	96	460
17:00	0	9	0	0	9	0	0	0	0	0	56	63	0	0	119	0	25	0	0	25	153
17:15	0	5	0	0	5	0	0	0	0	0	70	81	0	0	151	2	24	0	0	26	182
17:30	0	9	0	0	9	0	0	0	0	0	55	77	0	0	132	0	26	0	0	26	167
17:45	0	13	0	0	13	0	0	0	0	0	36	52	0	0	88	0	24	0	0	24	125
<b>Total</b>	0	36	0	0	36	0	0	0	0	0	217	273	0	0	490	2	99	0	0	101	627
Grand Total	0	67	0	0	67	0	0	0	0	0	357	466	0	0	823	8	189	0	0	197	1087
Apprch %	0	100	0	0		0	0	0	0		43.4	56.6	0	0		4.1	95.9	0	0		
Total %	0	6.2	0	0	6.2	0	0	0	0	0	32.8	42.9	0	0	75.7	0.7	17.4	0	0	18.1	
Vehicles	0	66	0	0	66	0	0	0	0	0	357	465	0	0	822	8	188	0	0	196	1084
% Vehicles	0	98.5	0	0	98.5	0	0	0	0	0	100	99.8	0	0	99.9	100	99.5	0	0	99.5	99.7
Heavy Vehicles																					
% Heavy Vehicles	0	1.5	0	0	1.5	0	0	0	0	0	0	0.2	0	0	0.1	0	0.5	0	0	0.5	0.3

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	8	0	0	8	0	0	0	0	0	36	65	0	0	101	1	20	0	0	21	130
17:00	0	9	0	0	9	0	0	0	0	0	56	63	0	0	119	0	25	0	0	25	153
17:15	0	5	0	0	5	0	0	0	0	0	70	81	0	0	151	2	24	0	0	26	182
17:30	0	9	0	0	9	0	0	0	0	0	55	77	0	0	132	0	26	0	0	26	167
Total Volume	0	31	0	0	31	0	0	0	0	0	217	286	0	0	503	3	95	0	0	98	632
% App. Total	0	100	0	0		0	0	0	0		43.1	56.9	0	0		3.1	96.9	0	0		
PHF	.000	.861	.000	.000	.861	.000	.000	.000	.000	.000	.775	.883	.000	.000	.833	.375	.913	.000	.000	.942	.868
Vehicles	0	31	0	0	31	0	0	0	0	0	217	286	0	0	503	3	95	0	0	98	632
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - PM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 2

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	17:00					16:00					16:45					17:00					
+0 mins.	0	9	0	0	9	0	0	0	0	0	36	65	0	0	101	0	25	0	0	25	
+15 mins.	0	5	0	0	5	0	0	0	0	0	56	63	0	0	119	2	24	0	0	26	
+30 mins.	0	9	0	0	9	0	0	0	0	0	70	81	0	0	151	0	26	0	0	26	
+45 mins.	0	13	0	0	13	0	0	0	0	0	55	77	0	0	132	0	24	0	0	24	
Total Volume	0	36	0	0	36	0	0	0	0	0	217	286	0	0	503	2	99	0	0	101	
% App. Total	0	100	0	0		0	0	0	0		43.1	56.9	0	0		2	98	0	0		
PHF	.000	.692	.000	.000	.692	.000	.000	.000	.000	.000	.775	.883	.000	.000	.833	.250	.952	.000	.000	.971	
Vehicles	0	36	0	0	36	0	0	0	0	0	217	286	0	0	503	2	99	0	0	101	
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - PM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 3

Groups Printed- Vehicles

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	8	0	0	8	0	0	0	0	0	30	29	0	0	59	1	24	0	0	25	92
16:15	0	4	0	0	4	0	0	0	0	0	36	46	0	0	82	2	25	0	0	27	113
16:30	0	10	0	0	10	0	0	0	0	0	38	52	0	0	90	2	20	0	0	22	122
16:45	0	8	0	0	8	0	0	0	0	0	36	65	0	0	101	1	20	0	0	21	130
<b>Total</b>	0	30	0	0	30	0	0	0	0	0	140	192	0	0	332	6	89	0	0	95	457
17:00	0	9	0	0	9	0	0	0	0	0	56	63	0	0	119	0	25	0	0	25	153
17:15	0	5	0	0	5	0	0	0	0	0	70	81	0	0	151	2	24	0	0	26	182
17:30	0	9	0	0	9	0	0	0	0	0	55	77	0	0	132	0	26	0	0	26	167
17:45	0	13	0	0	13	0	0	0	0	0	36	52	0	0	88	0	24	0	0	24	125
<b>Total</b>	0	36	0	0	36	0	0	0	0	0	217	273	0	0	490	2	99	0	0	101	627
Grand Total	0	66	0	0	66	0	0	0	0	0	357	465	0	0	822	8	188	0	0	196	1084
Apprch %	0	100	0	0		0	0	0	0	0	43.4	56.6	0	0		4.1	95.9	0	0		
Total %	0	6.1	0	0	6.1	0	0	0	0	0	32.9	42.9	0	0	75.8	0.7	17.3	0	0	18.1	

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	8	0	0	8	0	0	0	0	0	36	65	0	0	101	1	20	0	0	21	130
17:00	0	9	0	0	9	0	0	0	0	0	56	63	0	0	119	0	25	0	0	25	153
17:15	0	5	0	0	5	0	0	0	0	0	<b>70</b>	<b>81</b>	0	0	<b>151</b>	<b>2</b>	24	0	0	<b>26</b>	<b>182</b>
17:30	0	9	0	0	9	0	0	0	0	0	55	77	0	0	132	0	<b>26</b>	0	0	26	167
Total Volume	0	31	0	0	31	0	0	0	0	0	217	286	0	0	503	3	95	0	0	98	632
% App. Total	0	100	0	0		0	0	0	0	0	43.1	56.9	0	0		3.1	96.9	0	0		
PHF	.000	.861	.000	.000	.861	.000	.000	.000	.000	.000	.775	.883	.000	.000	.833	.375	.913	.000	.000	.942	.868

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00					16:00					16:45					17:00				
+0 mins.	0	9	0	0	9	0	0	0	0	0	36	65	0	0	101	0	25	0	0	25
+15 mins.	0	5	0	0	5	0	0	0	0	0	56	63	0	0	119	<b>2</b>				<b>26</b>
+30 mins.	0	9	0	0	9	0	0	0	0	0	<b>70</b>	<b>81</b>	0	0	<b>151</b>	0	<b>26</b>	0	0	26
+45 mins.	0	<b>13</b>	0	0	<b>13</b>	0	0	0	0	0	55	77	0	0	132	0	24	0	0	24
Total Volume	0	36	0	0	36	0	0	0	0	0	217	286	0	0	503	2	99	0	0	101
% App. Total	0	100	0	0		0	0	0	0	0	43.	56.	0	0		2	98	0	0	
											1	9	0	0						
PHF	.00	.69	.00	.00	.692	.00	.00	.00	.00	.000	.77	.88	.00	.00	.833	.25	.95	.00	.00	.971
	0	2	0	0		0	0	0	0		5	3	0	0		0	2	0	0	



# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - PM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 4

Groups Printed- Heavy Vehicles

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	0	33.3	0	0	33.3	0	0	0	0	0	0	33.3	0	0	33.3	0	33.3	0	0	33.3	

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total
	Left	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total	Thru	Right	U-TURN	App. Total				
<b>Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 16:00</b>																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.375

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	16:00					16:00					16:00					16:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1
+30 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000	.00	.25	.00	.00	.250	.00	.25	.00	.00	.250	

# GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A  
Georgetown, Texas 78626  
512-832-8650

File Name : Site 3 - Sprinkle Rd & Springdale Rd - PM  
Site Code : 3  
Start Date : 12/19/2019  
Page No : 5

Groups Printed- Pedestrians

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Apprch % Total %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Springdale Rd Southbound					Westbound					Springdale Rd Northbound					Sprinkle Rd Eastbound					Int. Total	
	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total		
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 16:00																						
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF</b>	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000

## **Distribution Worksheets**

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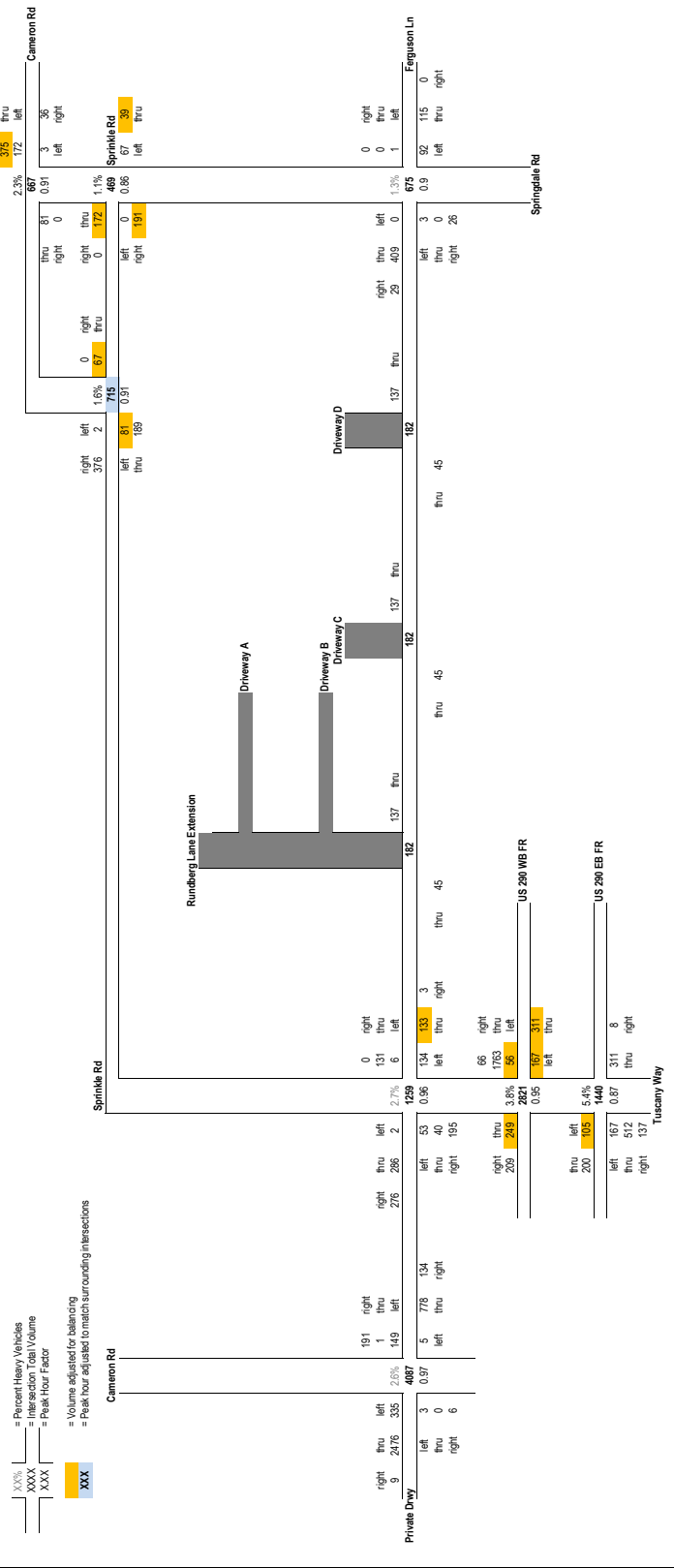
**Premiere Logistics Park TIA**

DISTRIBUTION SPREADSHEET

AM Peak

**2018 Existing Traffic Conditions**

- XXX% = Percent Heavy Vehicles
- XXXX = Intersection Total Volume
- XXX = Peak Hour Factor
- XXX = Volume adjusted for balancing
- XXX = Peak hour adjusted to match surrounding intersections



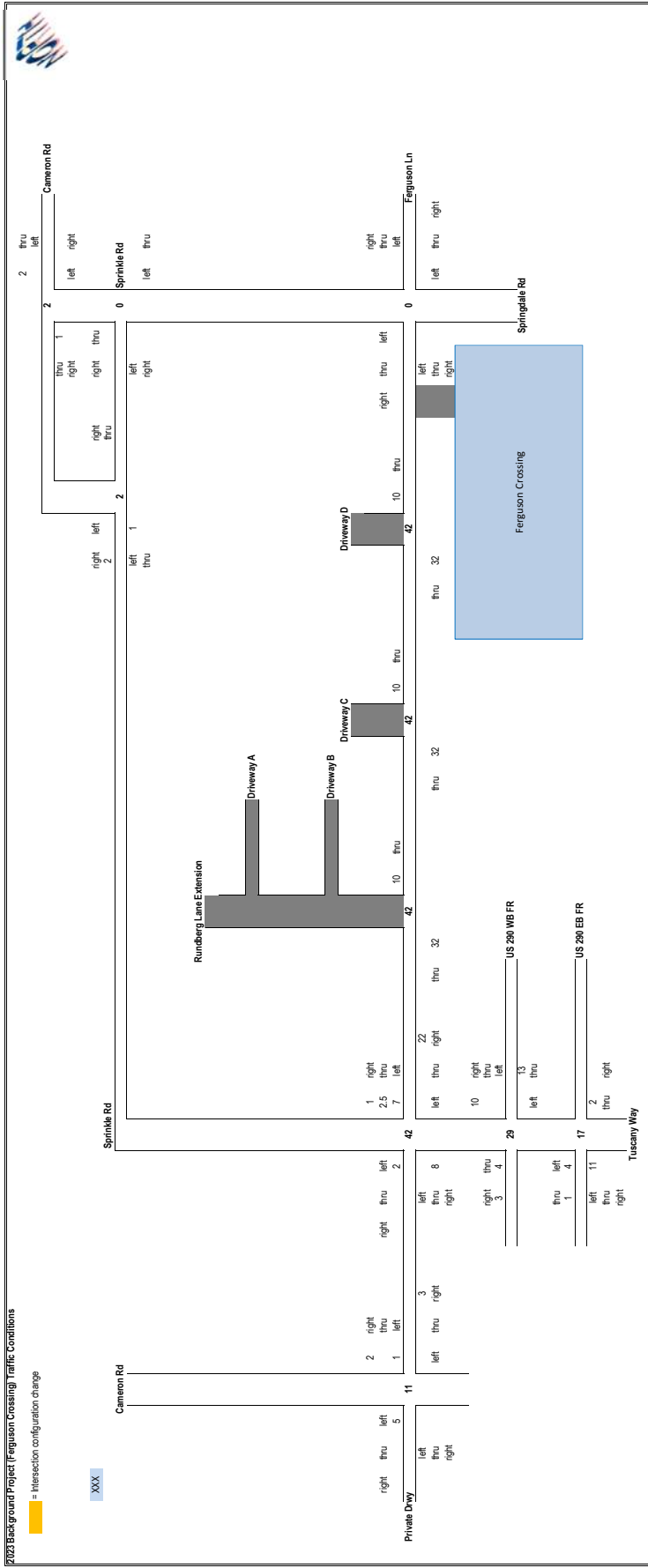
**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

2022 Background Project (Ferguson Crossing) Traffic Conditions

■ = Intersection configuration change

XXX



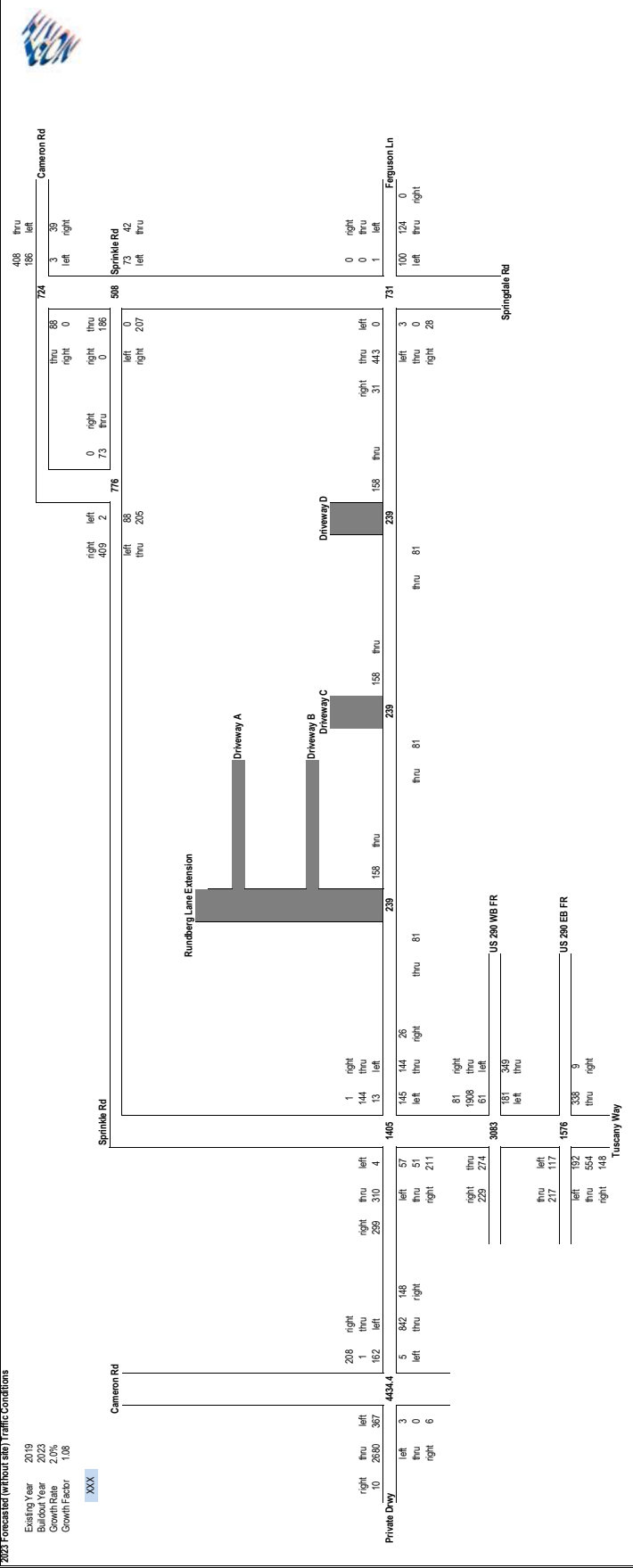
**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

2028 Forecast (with site) Traffic Conditions

Existing Year 2019  
Buildout Year 2023  
Growth Factor 1.25  
Growth Factor 1.08

XXX



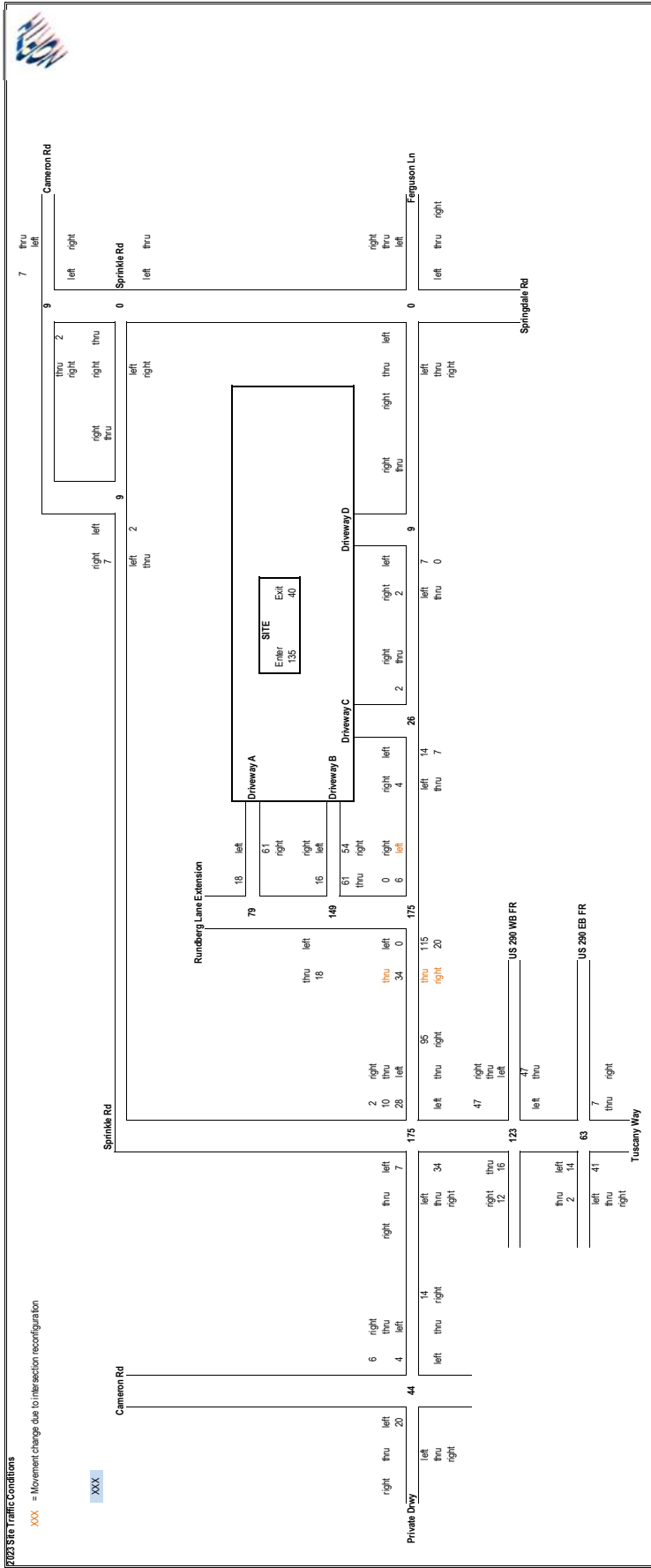
Premier Logistics Park TIA  
DISTRIBUTION SPREADSHEET

AM Peak

Site Traffic Conditions

XXX = Movement change due to intersection reconfiguration

XXX



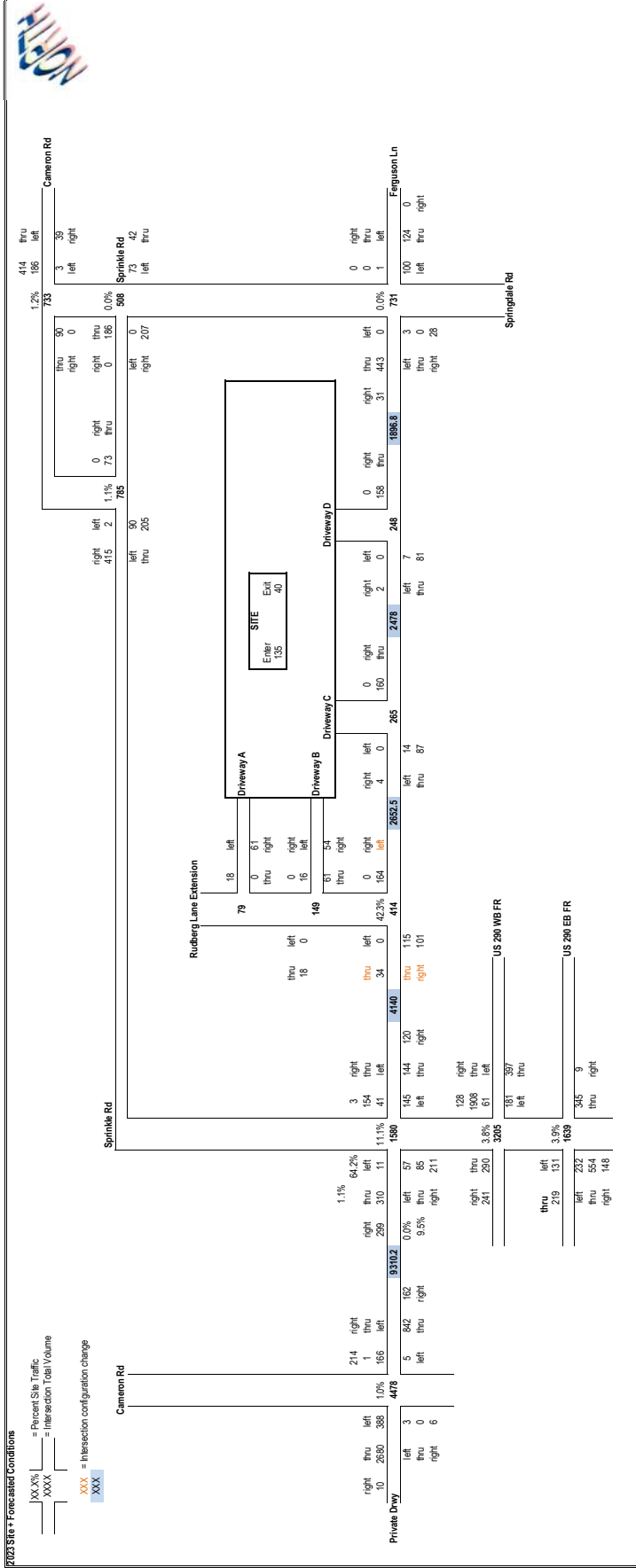


**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

**2025 Site Forecast Conditions**

XXX% = Percent Site Traffic  
 XXXX = Intersection Total Volume  
 XXX = Intersection configuration change



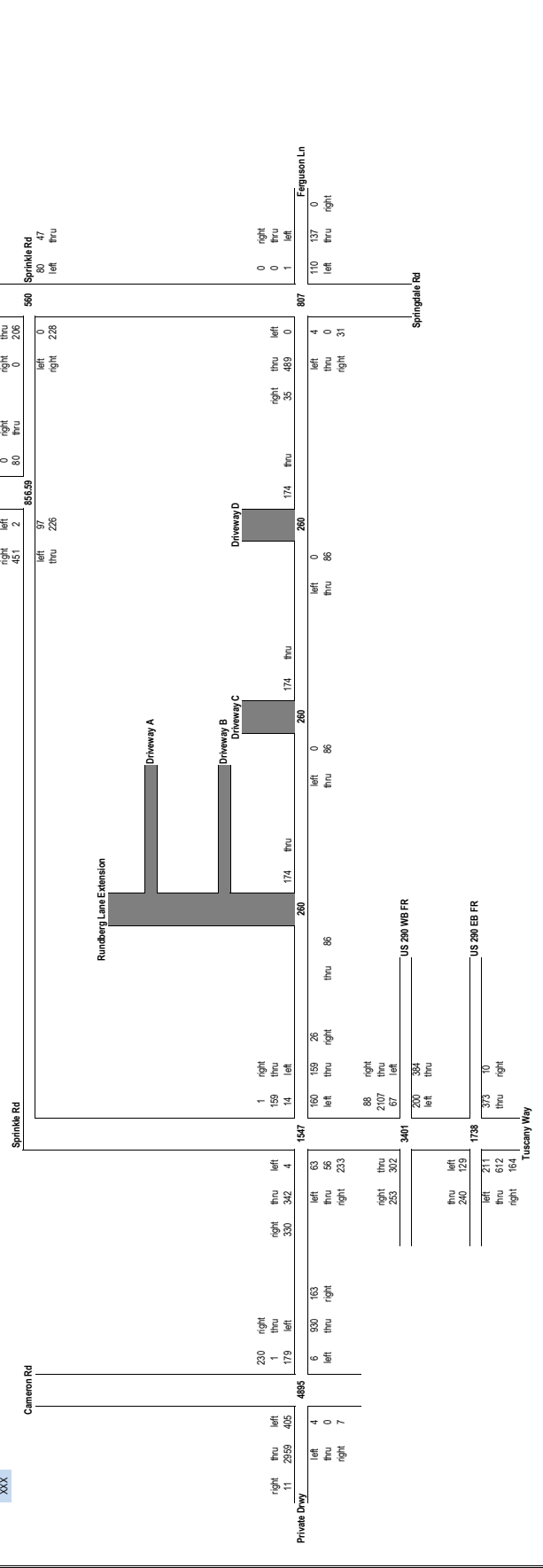
**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

2028 Forecast (without site) Traffic Conditions

Existing - Mover 2019  
Buildout Year 2028  
Growth Factor 1.2%  
Growth Factor 1.20

XXX



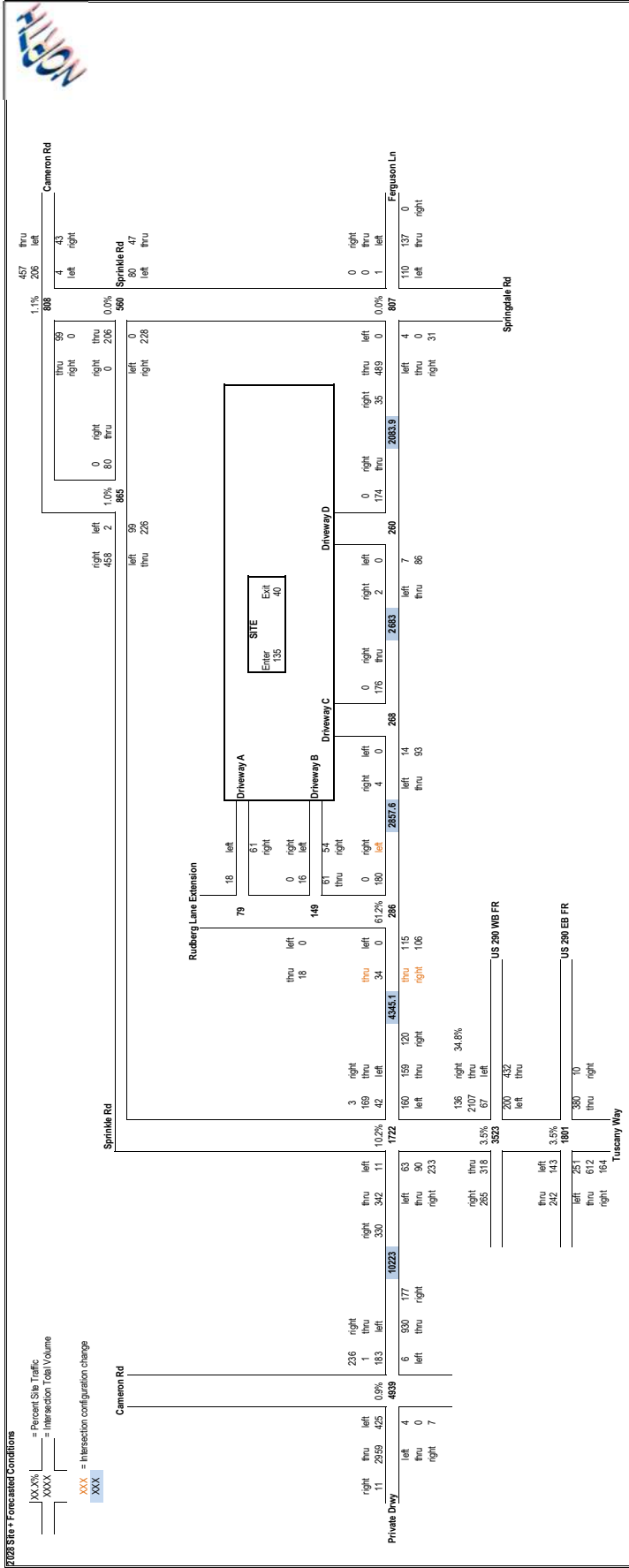
Premier Logistics Park TIA

DISTRIBUTION SPREADSHEET

AM Peak

2025 Site Forecast Conditions

[XXX%] = Percent Site Traffic  
 XXXX = Intersection Total Volume  
 XXX = Intersection configuration change



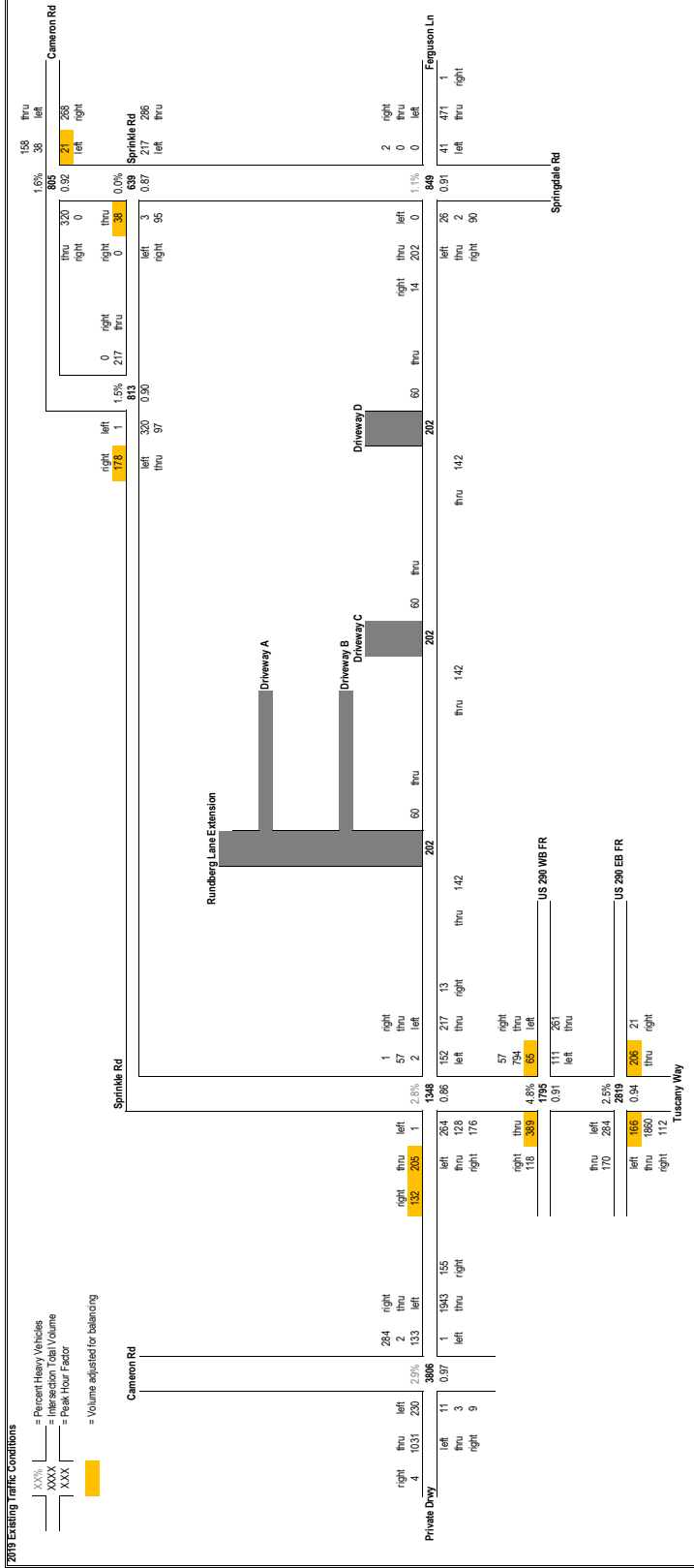
Premiere Logistics Park TIA

DISTRIBUTION SPREADSHEET

PM Peak

2018 Existing Traffic Conditions

- XXX% = Percent Heavy Vehicles
- XXXX = Intersection Total Volume
- XXX = Peak Hour Factor
- Volume adjusted for balancing

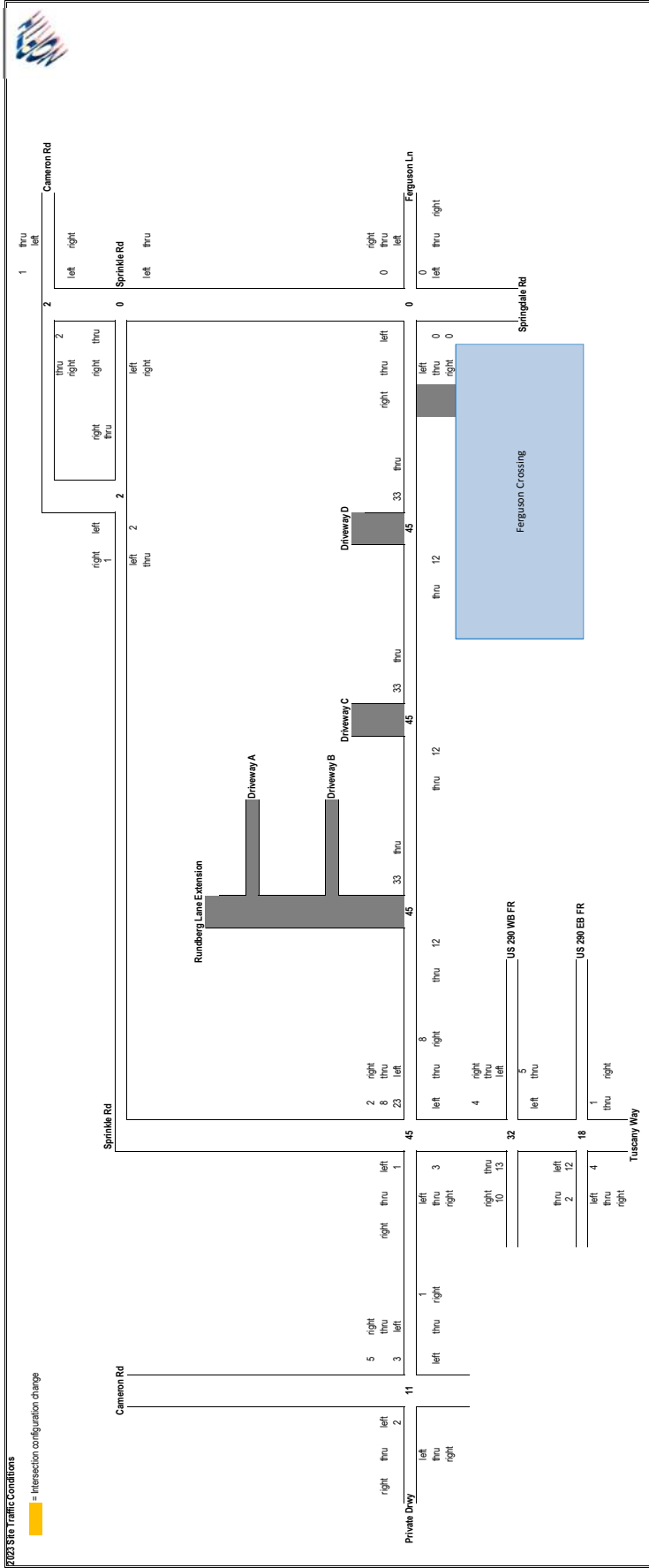


**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

**2025 Site Traffic Conditions**

■ = Intersection configuration change

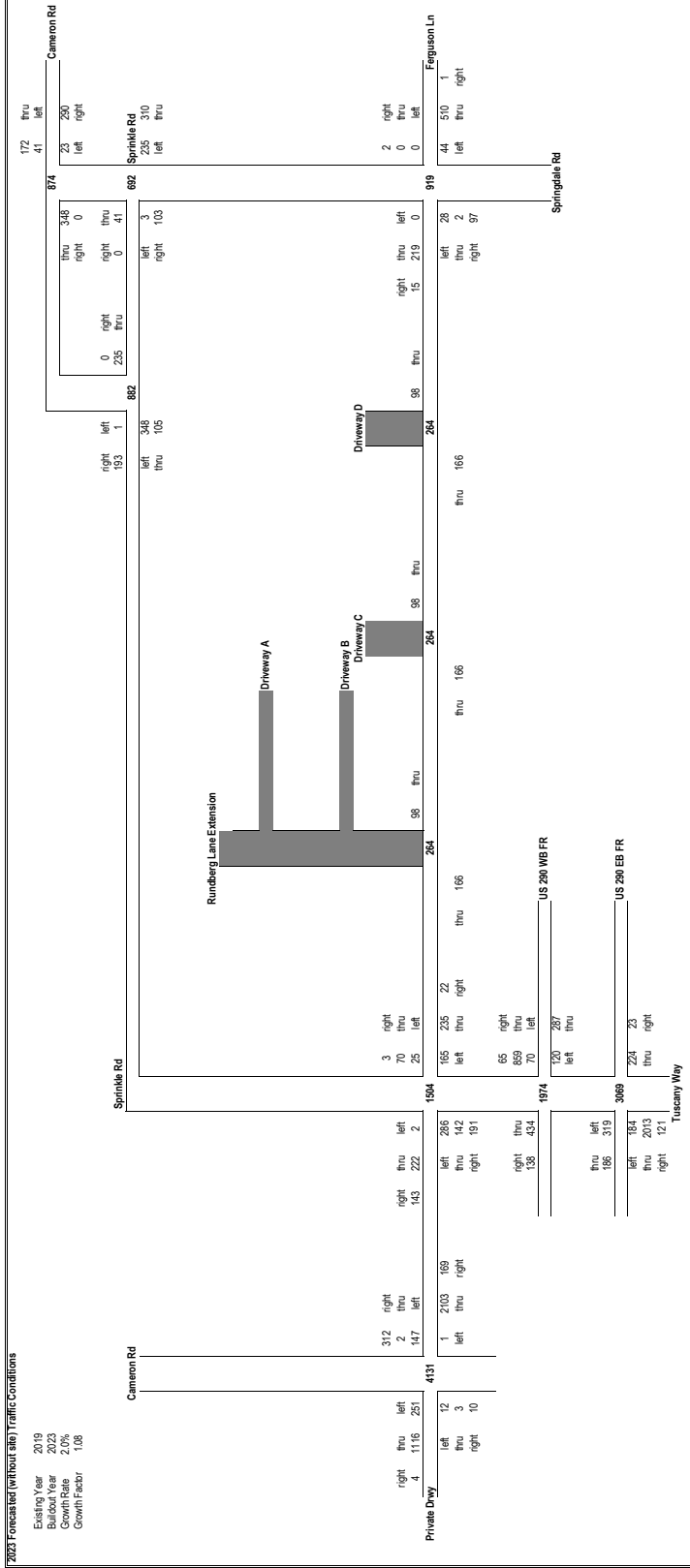


**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

PM Peak

2028 Forecast (without site) Traffic Conditions

Existing Year 2019  
Buildout Year 2023  
Growth Factor 2.5%  
Growth Factor 1.0%

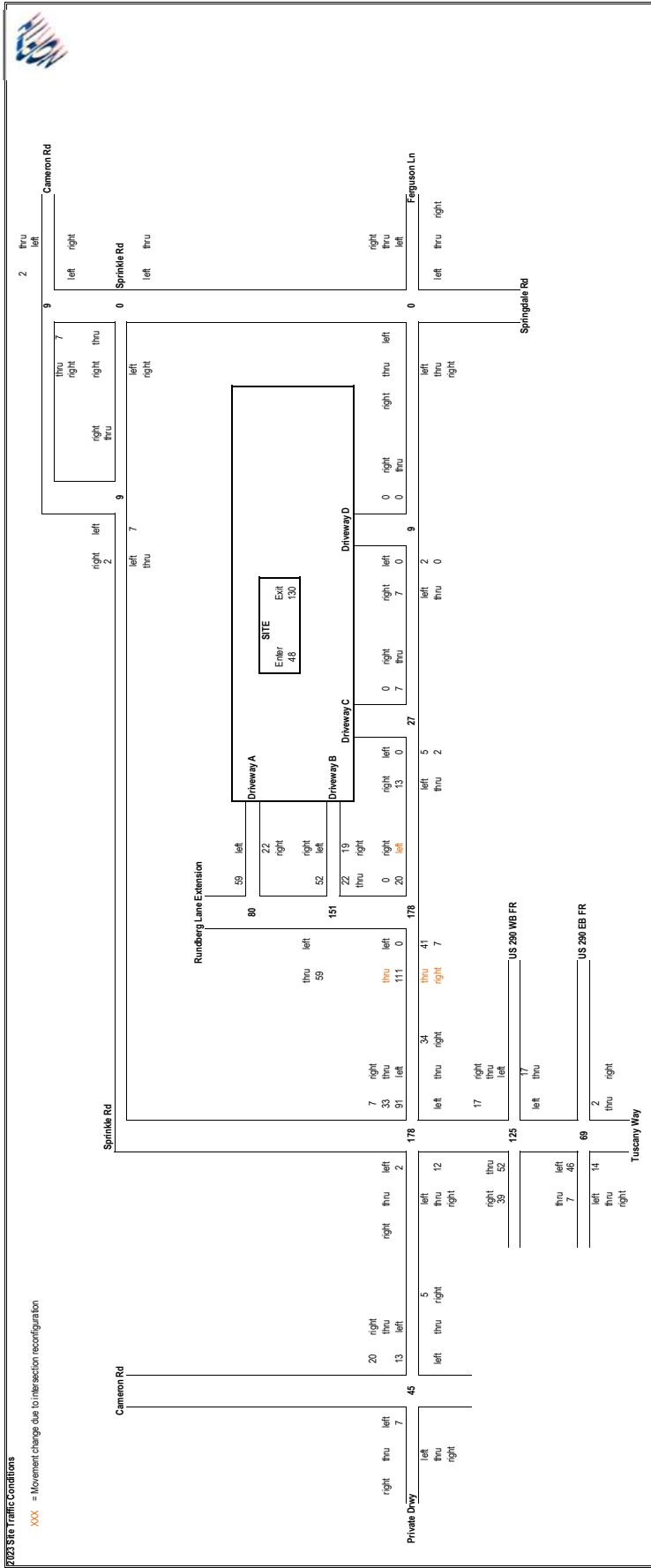


**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

PM Peak

**2025 Site Traffic Conditions**

XXX = Movement change due to intersection reconfiguration

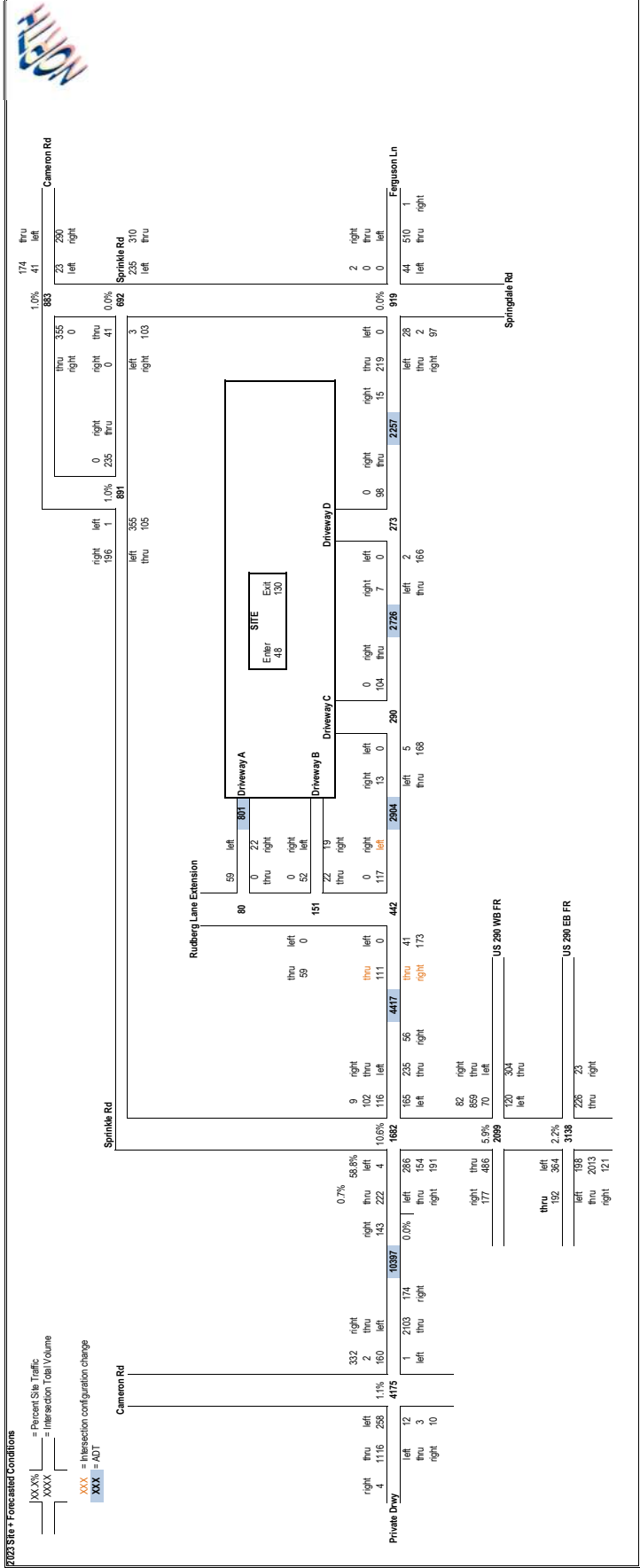


Premier Logistics Park TIA  
DISTRIBUTION SPREADSHEET

PM Peak

2025 Site Forecast Conditions

- XXXX = Percent Site Traffic
- XXXX = Intersection Total Volume
- XXX = Intersection configuration change
- XXX = ADT



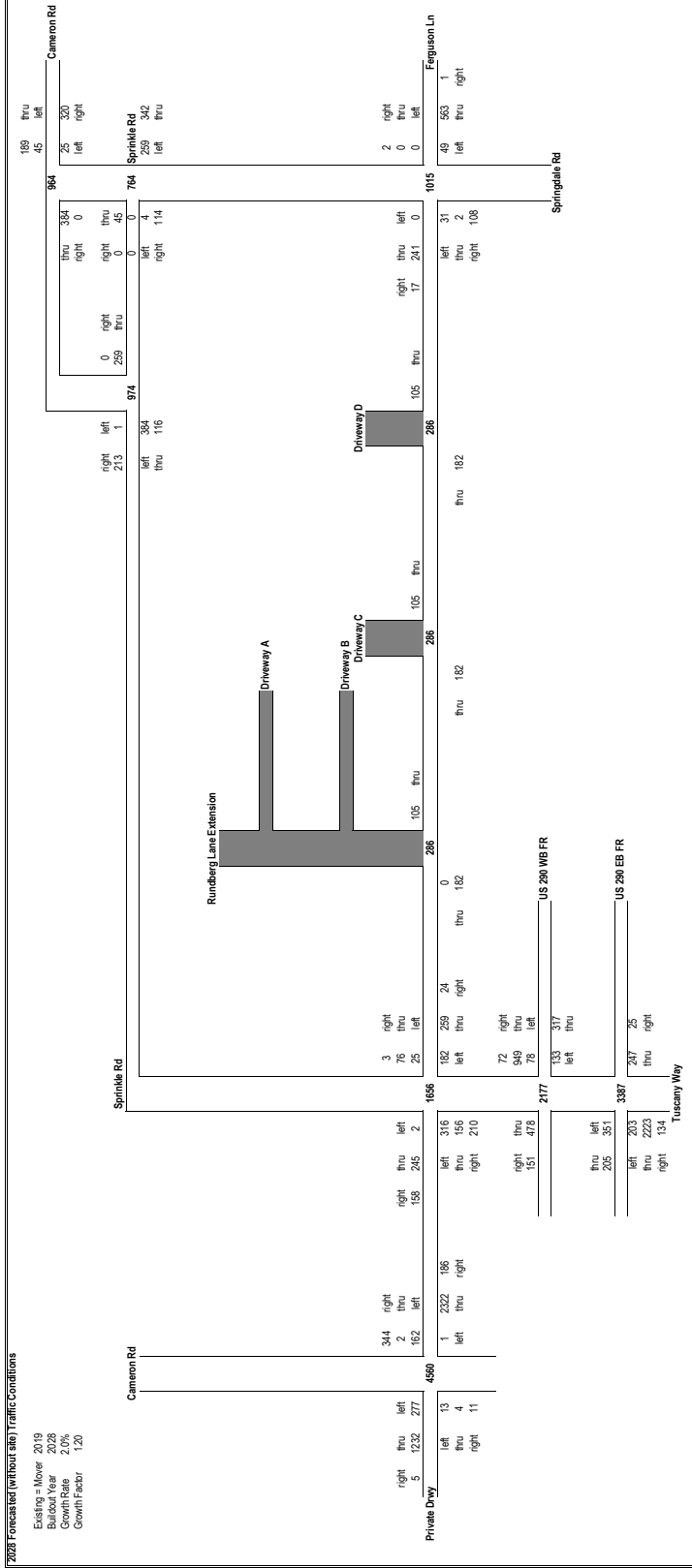


**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

PM Peak

2028 Forecast (without site) Traffic Conditions

Existing - Mover 2019  
Buildout Year 2028  
Construction 1.0%  
Growth Factor 1.20



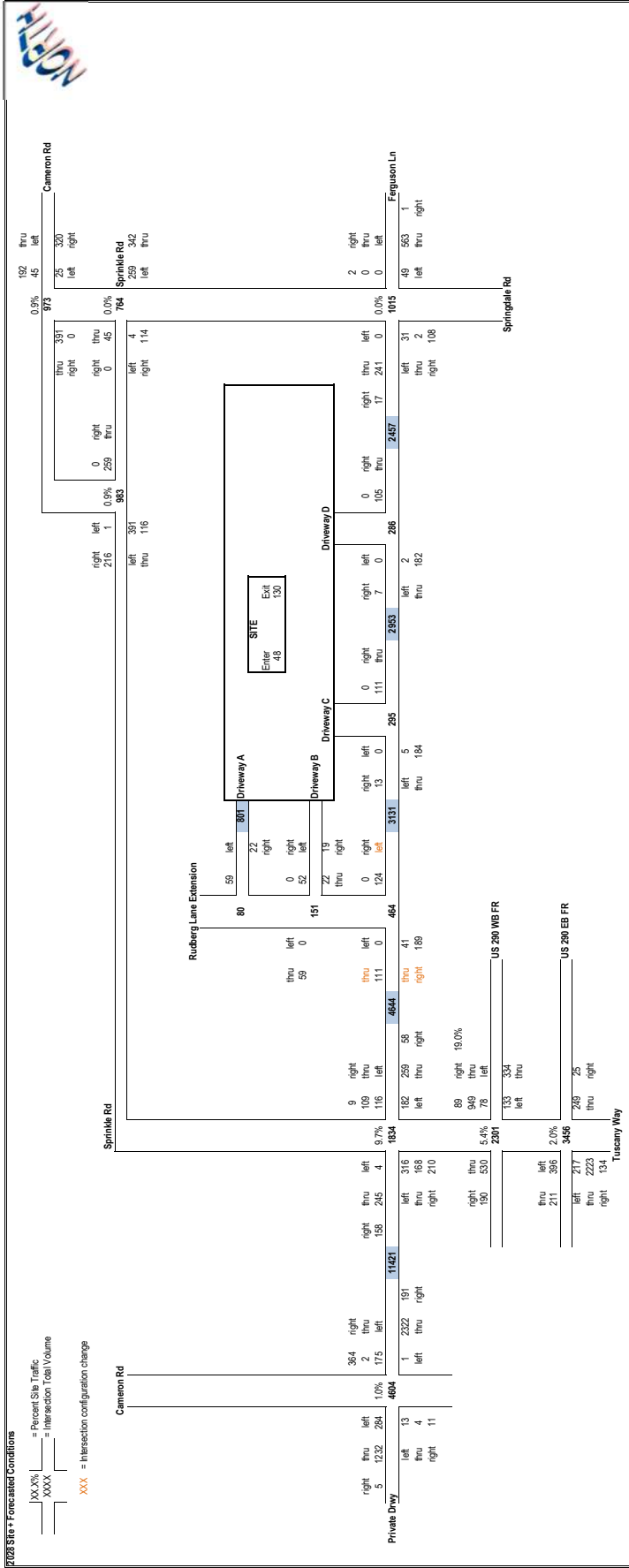
Premier Logistics Park TIA

DISTRIBUTION SPREADSHEET

PM Peak

2025 Site Forecast Conditions

[XXX%] = Percent Site Traffic  
 XXXX = Intersection Total Volume  
 XXX = Intersection configuration change



## **Intersection Analysis**

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Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2019 Existing AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	56	1763	66	167	311	0	0	249	209
Future Volume (vph)	0	0	0	56	1763	66	167	311	0	0	249	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.995							0.931
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4963	0	1736	3471	0	0	3232	0
Flt Permitted				0.950			0.220					
Satd. Flow (perm)	0	0	0	1736	4963	0	402	3471	0	0	3232	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					5							146
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	58	1836	69	190	353	0	0	259	218
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	58	1905	0	190	353	0	0	477	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2019 Existing AM Peak

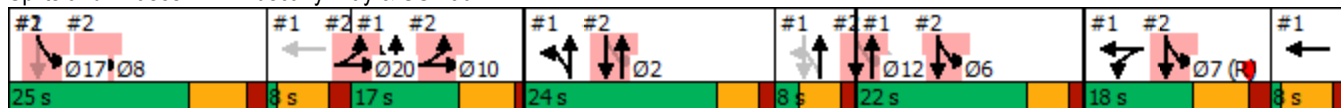


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								22.0
Total Split (%)				13.8%								16.9%
Maximum Green (s)				10.5								16.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				13.9	54.9		56.6	42.9				23.4
Actuated g/C Ratio				0.11	0.42		0.44	0.33				0.18
v/c Ratio				0.31	0.91		0.37	0.31				0.68
Control Delay				61.1	43.2		3.0	3.9				39.4
Queue Delay				0.0	0.0		0.7	0.6				0.0
Total Delay				61.1	43.2		3.7	4.5				39.4
LOS				E	D		A	A				D
Approach Delay					43.7			4.2				39.4
Approach LOS					D			A				D
Queue Length 50th (ft)				47	568		2	6				136
Queue Length 95th (ft)				94	#686		2	7				198
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				185	2097		545	1108				767
Starvation Cap Reductn				0	0		149	408				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.31	0.91		0.48	0.50				0.62

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	100 (77%), Referenced to phase 7:WBTL, Start of Red
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.91
Intersection Signal Delay:	35.8
Intersection LOS:	D
Intersection Capacity Utilization:	73.8%
ICU Level of Service:	D
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Tuscany Way & US 290 WB FR



Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						





Lane Group	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	58	1905	190	353	477
v/c Ratio	0.31	0.91	0.37	0.31	0.68
Control Delay	61.1	43.2	3.0	3.9	39.4
Queue Delay	0.0	0.0	0.7	0.6	0.0
Total Delay	61.1	43.2	3.7	4.5	39.4
Queue Length 50th (ft)	47	568	2	6	136
Queue Length 95th (ft)	94	#686	2	7	198
Internal Link Dist (ft)		1301		180	270
Turn Bay Length (ft)	540				
Base Capacity (vph)	185	2097	545	1108	767
Starvation Cap Reductn	0	0	149	408	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.91	0.48	0.50	0.62

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2019 Existing AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	167	512	137	0	0	0	0	311	8	105	200	0
Future Volume (vph)	167	512	137	0	0	0	0	311	8	105	200	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.968						0.996				
Flt Protected	0.950									0.950	0.996	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3280	0
Flt Permitted	0.950									0.490	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	807	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	201	617	165	0	0	0	0	334	9	115	220	0
Shared Lane Traffic (%)										17%		
Lane Group Flow (vph)	201	782	0	0	0	0	0	343	0	95	240	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2019 Existing AM Peak



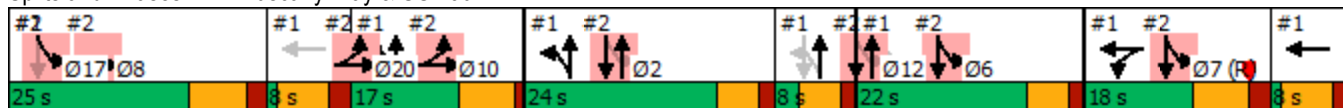
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	18.5	42.5						25.9		69.0	69.0	
Actuated g/C Ratio	0.14	0.33						0.20		0.53	0.53	
v/c Ratio	0.42	0.49						0.35		0.14	0.14	
Control Delay	54.0	33.6						45.4		4.2	3.7	
Queue Delay	0.0	0.0						0.0		0.0	0.3	
Total Delay	54.0	33.6						45.4		4.2	4.0	
LOS	D	C						D		A	A	
Approach Delay		37.8						45.4			4.0	
Approach LOS		D						D			A	
Queue Length 50th (ft)	80	179						90		10	13	
Queue Length 95th (ft)	110	199						123		m14	15	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	474	1600						930		678	1702	
Starvation Cap Reductn	0	0						0		0	970	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.42	0.49						0.37		0.14	0.33	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 32.6  
 Intersection Capacity Utilization 73.8%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tuscany Way & US 290 EB FR



Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	22.0	18.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	17%	14%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	16.5	10.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

























Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	201	782	343	95	240
v/c Ratio	0.42	0.49	0.35	0.14	0.14
Control Delay	54.0	33.6	45.4	4.2	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	54.0	33.6	45.4	4.2	4.0
Queue Length 50th (ft)	80	179	90	10	13
Queue Length 95th (ft)	110	199	123	m14	15
Internal Link Dist (ft)		821	148		180
Turn Bay Length (ft)	645				
Base Capacity (vph)	474	1600	930	678	1702
Starvation Cap Reductn	0	0	0	0	970
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.49	0.37	0.14	0.33

**Intersection Summary**

m Volume for 95th percentile queue is metered by upstream signal.

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2019 Existing AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	6	149	1	191	5	778	134	335	2476	9
Future Volume (vph)	3	1	6	149	1	191	5	778	134	335	2476	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.978			0.999	
Flt Protected		0.962			0.953		0.950			0.950		
Satd. Flow (prot)	0	1775	1568	0	1758	1568	1752	4925	0	1752	5031	0
Flt Permitted		0.814			0.724		0.043			0.226		
Satd. Flow (perm)	0	1502	1568	0	1336	1568	79	4925	0	417	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			102		38			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	4	1	8	177	1	227	6	915	158	345	2553	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	8	0	178	227	6	1073	0	345	2562	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2019 Existing AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	40.2	100.4	78.8		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.31	0.77	0.61		0.74	0.76	
v/c Ratio		0.02	0.03		0.99	0.41	0.03	0.36		0.71	0.67	
Control Delay		49.5	0.2		121.9	20.1	3.6	13.4		16.0	9.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.5	0.2		121.9	20.1	3.6	13.4		16.0	9.8	
LOS		D	A		F	C	A	B		B	A	
Approach Delay		19.1			64.8			13.4			10.5	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)		4	0		152	81	1	150		67	298	
Queue Length 95th (ft)		14	0		#273	122	4	200		144	563	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		202	308		179	694	195	2999		627	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.02	0.03		0.99	0.33	0.03	0.36		0.55	0.67	

**Intersection Summary**  
Area Type: Other  
Cycle Length: 130  
Actuated Cycle Length: 130  
Offset: 105 (81%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red  
Natural Cycle: 145  
Control Type: Actuated-Coordinated  
Maximum v/c Ratio: 0.99  
Intersection Signal Delay: 16.2  
Intersection Capacity Utilization 85.1%  
Analysis Period (min) 15  
Intersection LOS: B  
ICU Level of Service E



# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Private Drwy/Ferguson Ln

























Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	5	8	178	227	6	1073	345	2562
v/c Ratio	0.02	0.03	0.99	0.41	0.03	0.36	0.71	0.67
Control Delay	49.5	0.2	121.9	20.1	3.6	13.4	16.0	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	0.2	121.9	20.1	3.6	13.4	16.0	9.8
Queue Length 50th (ft)	4	0	152	81	1	150	67	298
Queue Length 95th (ft)	14	0	#273	122	4	200	144	563
Internal Link Dist (ft)	205		321			363		927
Turn Bay Length (ft)				180	200		215	
Base Capacity (vph)	202	308	179	694	195	2999	627	3808
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.03	0.99	0.33	0.03	0.36	0.55	0.67

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Tuscany Way/Sprinkle Rd & Ferguson Ln  
2019 Existing AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	40	195	6	131	1	134	33	3	2	286	276
Future Volume (vph)	53	40	195	6	131	1	134	33	3	2	286	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		120	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.989			0.934	
Flt Protected		0.972			0.998		0.950					
Satd. Flow (prot)	0	1793	1568	0	1841	1568	1752	1824	0	0	1723	0
Flt Permitted		0.972			0.998		0.950					
Satd. Flow (perm)	0	1793	1568	0	1841	1568	1752	1824	0	0	1723	0
Link Speed (mph)		40			30			35			35	
Link Distance (ft)		355			1803			630			3438	
Travel Time (s)		6.1			41.0			12.3			67.0	
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	56	42	205	8	179	1	154	38	3	2	311	300
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	205	0	187	1	154	41	0	0	613	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	65.1%						ICU Level of Service C					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	49.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗			↕	
Traffic Vol, veh/h	53	40	195	6	131	1	134	33	3	2	286	276
Future Vol, veh/h	53	40	195	6	131	1	134	33	3	2	286	276
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	56	42	205	8	179	1	154	38	3	2	311	300
Number of Lanes	0	1	1	0	1	1	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	13.9	16.1	14	87.9
HCM LOS	B	C	B	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	57%	0%	4%	0%	0%
Vol Thru, %	0%	92%	43%	0%	96%	0%	51%
Vol Right, %	0%	8%	0%	100%	0%	100%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	36	93	195	137	1	564
LT Vol	134	0	53	0	6	0	2
Through Vol	0	33	40	0	131	0	286
RT Vol	0	3	0	195	0	1	276
Lane Flow Rate	154	41	98	205	188	1	613
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.332	0.083	0.211	0.387	0.401	0.003	1.085
Departure Headway (Hd)	8.096	7.52	8.147	7.129	8.076	7.328	6.373
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	479	443	509	449	491	564
Service Time	5.796	5.22	5.847	4.829	5.776	5.028	4.458
HCM Lane V/C Ratio	0.345	0.086	0.221	0.403	0.419	0.002	1.087
HCM Control Delay	14.8	10.9	13	14.3	16.1	10.1	87.9
HCM Lane LOS	B	B	B	B	C	B	F
HCM 95th-tile Q	1.4	0.3	0.8	1.8	1.9	0	18.3

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2019 Existing AM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↘	↙
Traffic Volume (vph)	81	189	67	1	2	376
Future Volume (vph)	81	189	67	1	2	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	93	217	92	1	2	432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	310	93	0	434	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	51.2%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	81	1	172	375	3	36
Future Volume (vph)	81	1	172	375	3	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.876		
Flt Protected				0.985	0.996	
Satd. Flow (prot)	1861	0	0	1835	1625	0
Flt Permitted				0.985	0.996	
Satd. Flow (perm)	1861	0	0	1835	1625	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.81	0.81
Adj. Flow (vph)	91	1	193	421	4	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	0	614	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	81	1	172	375	3	36
Future Vol, veh/h	81	1	172	375	3	36
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	89	89	89	89	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	1	193	421	4	44

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	92	0	899 92
Stage 1	-	-	-	-	92 -
Stage 2	-	-	-	-	807 -
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	-	-	1503	-	309 965
Stage 1	-	-	-	-	932 -
Stage 2	-	-	-	-	439 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1503	-	257 965
Mov Cap-2 Maneuver	-	-	-	-	257 -
Stage 1	-	-	-	-	932 -
Stage 2	-	-	-	-	365 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	796	-	-	1503	-
HCM Lane V/C Ratio	0.06	-	-	0.129	-
HCM Control Delay (s)	9.8	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.4	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2019 Existing AM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	191	67	39	172	1
Future Volume (vph)	1	191	67	39	172	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.866			0.999		
Fl <sub>t</sub> Protected				0.969		
Satd. Flow (prot)	1629	0	0	1823	1879	0
Fl <sub>t</sub> Permitted				0.969		
Satd. Flow (perm)	1629	0	0	1823	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	222	78	45	200	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	223	0	0	123	201	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.8%
ICU Level of Service	A
Analysis Period (min)	15



Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2019 Existing AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	26	1	1	1	92	115	1	1	409	29
Future Volume (vph)	3	1	26	1	1	1	92	115	1	1	409	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.883			0.955			0.999			0.991	
Flt Protected		0.995			0.984			0.978				
Satd. Flow (prot)	0	1637	0	0	1750	0	0	1820	0	0	1846	0
Flt Permitted		0.995			0.984			0.978				
Satd. Flow (perm)	0	1637	0	0	1750	0	0	1820	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	5	2	46	4	4	4	101	126	1	1	493	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	12	0	0	228	0	0	529	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	47.9%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection				
Intersection Delay, s/veh	6.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	53	12	228	529
Demand Flow Rate, veh/h	54	12	233	540
Vehicles Circulating, veh/h	508	237	8	111
Vehicles Exiting, veh/h	143	4	554	138
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	3.4	4.1	7.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	54	12	233	540
Cap Entry Lane, veh/h	822	1084	1369	1232
Entry HV Adj Factor	0.981	0.993	0.981	0.980
Flow Entry, veh/h	53	12	228	529
Cap Entry, veh/h	806	1076	1342	1207
V/C Ratio	0.066	0.011	0.170	0.438
Control Delay, s/veh	5.1	3.4	4.1	7.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	2

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2019 Existing PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	65	794	57	111	261	0	0	389	118
Future Volume (vph)	0	0	0	65	794	57	111	261	0	0	389	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.990							0.965
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4891	0	1719	3438	0	0	3318	0
Flt Permitted				0.950			0.127					
Satd. Flow (perm)	0	0	0	1719	4891	0	230	3438	0	0	3318	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10							26
Link Speed (mph)		55			55			40				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			4.4				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	71	873	63	126	297	0	0	519	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	71	936	0	126	297	0	0	676	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2019 Existing PM Peak

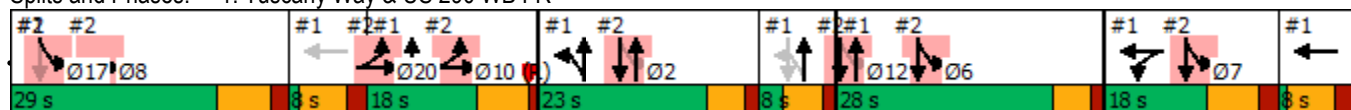


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								28.0
Total Split (%)				12.9%								20.0%
Maximum Green (s)				10.5								22.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.9	55.9		65.6	43.4				31.5
Actuated g/C Ratio				0.08	0.40		0.47	0.31				0.22
v/c Ratio				0.53	0.48		0.27	0.28				0.88
Control Delay				77.8	32.0		2.6	4.2				64.8
Queue Delay				0.0	0.0		0.7	0.5				0.0
Total Delay				77.8	32.0		3.4	4.7				64.8
LOS				E	C		A	A				E
Approach Delay					35.2			4.3				64.8
Approach LOS					D			A				E
Queue Length 50th (ft)				64	228		1	5				308
Queue Length 95th (ft)				118	271		1	5				304
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				133	1957		487	1043				771
Starvation Cap Reductn				0	0		169	405				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.53	0.48		0.40	0.47				0.88

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	81 (58%), Referenced to phase 10:NBTL, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.22
Intersection Signal Delay:	38.5
Intersection LOS:	D
Intersection Capacity Utilization:	57.9%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 1: Tuscany Way & US 290 WB FR



HDR

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2019 Existing PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	166	1860	112	0	0	0	0	206	21	284	170	0
Future Volume (vph)	166	1860	112	0	0	0	0	206	21	284	170	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.991						0.986				
Flt Protected	0.950									0.950	0.978	
Satd. Flow (prot)	3400	4991	0	0	0	0	0	4965	0	1595	3283	0
Flt Permitted	0.950									0.541	0.955	
Satd. Flow (perm)	3400	4991	0	0	0	0	0	4965	0	908	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						11				
Link Speed (mph)		55			55			30				40
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			5.2				4.4
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	175	1958	118	0	0	0	0	254	26	338	202	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	175	2076	0	0	0	0	0	280	0	169	371	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2019 Existing PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	19.5	47.5						25.4		74.0	74.0	
Actuated g/C Ratio	0.14	0.34						0.18		0.53	0.53	
v/c Ratio	0.37	1.22						0.31		0.24	0.21	
Control Delay	57.2	145.4						48.7		1.4	0.6	
Queue Delay	0.0	0.0						0.0		0.6	0.5	
Total Delay	57.2	145.4						48.7		1.9	1.2	
LOS	E	F						D		A	A	
Approach Delay		138.6						48.7			1.4	
Approach LOS		F						D			A	
Queue Length 50th (ft)	75	~851						78		2	2	
Queue Length 95th (ft)	113	#945						97		m2	m2	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	473	1698						877		708	1692	
Starvation Cap Reductn	0	0						0		275	899	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.37	1.22						0.32		0.39	0.47	

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.22  
 Intersection Signal Delay: 106.3  
 Intersection Capacity Utilization 57.9%  
 Analysis Period (min) 15  
 Intersection LOS: F  
 ICU Level of Service B

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

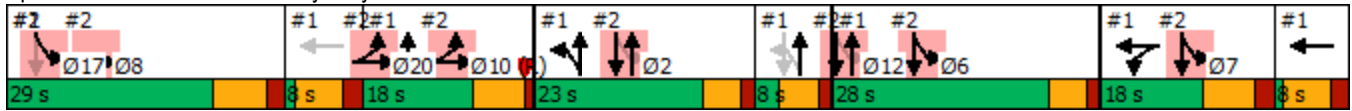
Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	28.0	18.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	20%	13%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	22.5	10.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								



Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tuscany Way & US 290 EB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2019 Existing PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	3	9	133	2	284	1	1943	155	230	1031	4
Future Volume (vph)	11	3	9	133	2	284	1	1943	155	230	1031	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.962			0.953		0.950			0.950		
Satd. Flow (prot)	0	1775	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.761			0.715		0.243			0.052		
Satd. Flow (perm)	0	1404	1568	0	1319	1568	448	4981	0	96	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	15	4	13	156	2	334	1	2003	160	237	1063	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	13	0	158	334	1	2163	0	237	1067	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2019 Existing PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	17.5	17.5	15.5	15.5	30.5		15.5	30.5	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		19.6	19.6		19.6	41.5	98.3	77.5		93.9	97.3	
Actuated g/C Ratio		0.15	0.15		0.15	0.32	0.76	0.60		0.72	0.75	
v/c Ratio		0.09	0.04		0.80	0.65	0.00	0.73		0.85	0.28	
Control Delay		45.4	0.3		80.1	40.4	5.0	22.0		63.1	6.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		45.4	0.3		80.1	40.4	5.0	22.0		63.1	6.3	
LOS		D	A		F	D	A	C		E	A	
Approach Delay		27.1			53.1			22.0			16.6	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)		14	0		130	223	0	463		144	85	
Queue Length 95th (ft)		29	0		186	271	2	614		#265	171	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		286	372		268	554	488	2974		322	3767	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.07	0.03		0.59	0.60	0.00	0.73		0.74	0.28	

**Intersection Summary**

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 24.1

Intersection LOS: C

Intersection Capacity Utilization 81.6%

ICU Level of Service D

Analysis Period (min) 15





















# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Private Drwy/Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Tuscany Way/Sprinkle Rd & Ferguson Ln  
2019 Existing PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	264	128	176	2	57	1	152	217	13	1	205	132
Future Volume (vph)	264	128	176	2	57	1	152	217	13	1	205	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		120	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.992			0.947	
Flt Protected		0.967			0.998		0.950					
Satd. Flow (prot)	0	1784	1568	0	1841	1568	1752	1830	0	0	1747	0
Flt Permitted		0.967			0.998		0.950					
Satd. Flow (perm)	0	1784	1568	0	1841	1568	1752	1830	0	0	1747	0
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		355			1803			630			3438	
Travel Time (s)		6.1			30.7			12.3			67.0	
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	311	151	207	3	95	2	188	268	16	1	244	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	462	207	0	98	2	188	284	0	0	402	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	69.1%						ICU Level of Service C					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	44.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕	↕	↕			↕	
Traffic Vol, veh/h	264	128	176	2	57	1	152	217	13	1	205	132
Future Vol, veh/h	264	128	176	2	57	1	152	217	13	1	205	132
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	311	151	207	3	95	2	188	268	16	1	244	157
Number of Lanes	0	1	1	0	1	1	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	64.6	15.1	21.8	43.7
HCM LOS	F	C	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	67%	0%	3%	0%	0%
Vol Thru, %	0%	94%	33%	0%	97%	0%	61%
Vol Right, %	0%	6%	0%	100%	0%	100%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	230	392	176	59	1	338
LT Vol	152	0	264	0	2	0	1
Through Vol	0	217	128	0	57	0	205
RT Vol	0	13	0	176	0	1	132
Lane Flow Rate	188	284	461	207	98	2	402
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.446	0.631	1.055	0.412	0.249	0.004	0.863
Departure Headway (Hd)	8.82	8.262	8.234	7.163	9.424	8.672	7.957
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	411	440	443	505	384	415	459
Service Time	6.52	5.962	5.934	4.863	7.124	6.372	5.957
HCM Lane V/C Ratio	0.457	0.645	1.041	0.41	0.255	0.005	0.876
HCM Control Delay	18.4	24.1	87	14.8	15.2	11.4	43.7
HCM Lane LOS	C	C	F	B	C	B	E
HCM 95th-tile Q	2.2	4.2	14.7	2	1	0	8.8

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd/Springdale Rd & Cameron Rd  
2019 Existing PM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	320	97	217	1	1	178
Future Volume (vph)	320	97	217	1	1	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	30		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	5.7		5.1	
Peak Hour Factor	0.88	0.88	0.78	0.78	0.81	0.81
Adj. Flow (vph)	364	110	278	1	1	220
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	474	279	0	221	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	55.4%
ICU Level of Service	B
Analysis Period (min)	15



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	38	158	21	268
Future Volume (vph)	0	0	38	158	21	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.990	0.996	
Satd. Flow (prot)	1863	0	0	1844	1623	0
Fl <sub>t</sub> Permitted				0.990	0.996	
Satd. Flow (perm)	1863	0	0	1844	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	0	0	47	195	26	335
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	242	361	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.8%
Analysis Period (min)	15
	ICU Level of Service A



Intersection						
Int Delay, s/veh	6.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	0	0	38	158	21	268
Future Vol, veh/h	0	0	38	158	21	268
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	47	195	26	335

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1	0	290
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	289
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	-	-	1622	-	701
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	760
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	679
Mov Cap-2 Maneuver	-	-	-	-	679
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	736

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1039	-	-	1622	-
HCM Lane V/C Ratio	0.348	-	-	0.029	-
HCM Control Delay (s)	10.3	-	-	7.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-



















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	95	217	286	38	1
Future Volume (vph)	3	95	217	286	38	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869				0.997	
Flt Protected	0.999			0.979		
Satd. Flow (prot)	1649	0	0	1860	1894	0
Flt Permitted	0.999			0.979		
Satd. Flow (perm)	1649	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	101	261	345	44	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	0	0	606	45	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.4%
ICU Level of Service	A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2019 Existing PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	2	90	1	1	2	41	471	1	1	202	14
Future Volume (vph)	26	2	90	1	1	2	41	471	1	1	202	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932							0.991
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	35	3	122	4	4	8	46	523	1	1	253	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	16	0	0	570	0	0	272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	57.7%						ICU Level of Service B					
Analysis Period (min)	15											

Intersection				
Intersection Delay, s/veh	6.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	160	16	570	272
Demand Flow Rate, veh/h	161	16	575	275
Vehicles Circulating, veh/h	261	609	39	54
Vehicles Exiting, veh/h	68	5	383	571
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	5.1	7.0	4.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	161	16	575	275
Cap Entry Lane, veh/h	1057	741	1326	1306
Entry HV Adj Factor	0.994	0.998	0.991	0.991
Flow Entry, veh/h	160	16	570	272
Cap Entry, veh/h	1051	740	1314	1294
V/C Ratio	0.152	0.022	0.434	0.211
Control Delay, s/veh	4.8	5.1	7.0	4.6
LOS	A	A	A	A
95th %tile Queue, veh	1	0	2	1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2023 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	61	1908	81	181	349	0	0	274	229
Future Volume (vph)	0	0	0	61	1908	81	181	349	0	0	274	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.994							0.932
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4958	0	1736	3471	0	0	3235	0
Flt Permitted				0.950			0.179					
Satd. Flow (perm)	0	0	0	1736	4958	0	327	3471	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6							143
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	64	1988	84	206	397	0	0	285	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	64	2072	0	206	397	0	0	524	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2023 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								22.0
Total Split (%)				13.8%								16.9%
Maximum Green (s)				10.5								16.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				12.5	53.5		58.0	43.2				24.0
Actuated g/C Ratio				0.10	0.41		0.45	0.33				0.18
v/c Ratio				0.38	1.01		0.40	0.34				0.73
Control Delay				64.0	61.5		3.2	4.0				42.7
Queue Delay				0.0	0.0		0.9	0.5				0.0
Total Delay				64.0	61.5		4.1	4.5				42.7
LOS				E	E		A	A				D
Approach Delay					61.6			4.4				42.7
Approach LOS					E			A				D
Queue Length 50th (ft)				52	~697		2	6				161
Queue Length 95th (ft)				102	#793		2	8				226
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				167	2043		534	1135				755
Starvation Cap Reductn				0	0		141	371				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.38	1.01		0.52	0.52				0.69

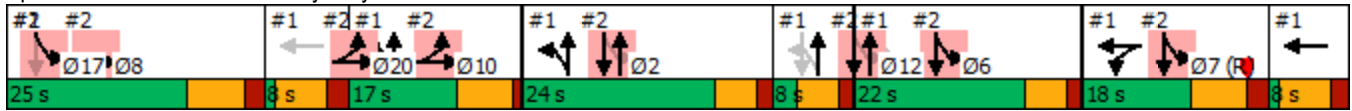
Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.01  
 Intersection Signal Delay: 48.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 79.0%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Tuscany Way & US 290 WB FR





Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2023 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	192	554	148	0	0	0	0	338	9	117	217	0
Future Volume (vph)	192	554	148	0	0	0	0	338	9	117	217	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.968						0.996				
Flt Protected	0.950									0.950	0.995	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3277	0
Flt Permitted	0.950									0.462	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	761	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	231	667	178	0	0	0	0	363	10	126	233	0
Shared Lane Traffic (%)										20%		
Lane Group Flow (vph)	231	845	0	0	0	0	0	373	0	101	258	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15			9	15		9	15	9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2023 Forecasted AM



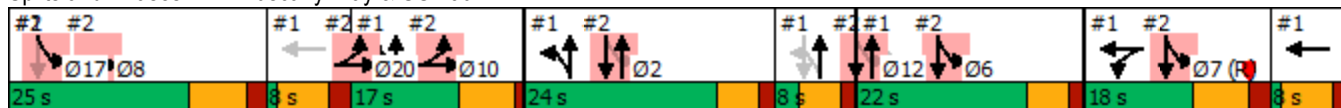
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	18.5	42.5						26.2		69.0	69.0	
Actuated g/C Ratio	0.14	0.33						0.20		0.53	0.53	
v/c Ratio	0.49	0.53						0.37		0.15	0.15	
Control Delay	55.3	34.5						45.6		3.6	3.1	
Queue Delay	0.0	0.0						0.0		0.3	0.3	
Total Delay	55.3	34.5						45.6		3.9	3.5	
LOS	E	C						D		A	A	
Approach Delay		39.0						45.6			3.6	
Approach LOS		D						D			A	
Queue Length 50th (ft)	93	197						99		9	12	
Queue Length 95th (ft)	124	218						132		m10	13	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	474	1600						968		656	1694	
Starvation Cap Reductn	0	0						0		254	967	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.49	0.53						0.39		0.25	0.35	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.01  
 Intersection Signal Delay: 33.3  
 Intersection Capacity Utilization 79.0%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tuscany Way & US 290 EB FR



Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	22.0	18.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	17%	14%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	16.5	10.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2023 Forecasted AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	6	162	1	208	5	842	148	367	2680	10
Future Volume (vph)	3	1	6	162	1	208	5	842	148	367	2680	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.978			0.999	
Flt Protected		0.962			0.953		0.950			0.950		
Satd. Flow (prot)	0	1775	1568	0	1758	1568	1752	4925	0	1752	5031	0
Flt Permitted		0.808			0.724		0.043			0.196		
Satd. Flow (perm)	0	1490	1568	0	1336	1568	79	4925	0	362	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			83		39			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	4	1	8	193	1	248	6	991	174	378	2763	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	8	0	194	248	6	1165	0	378	2773	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2023 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	43.6	100.4	75.4		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.34	0.77	0.58		0.74	0.76	
v/c Ratio		0.03	0.03		1.08	0.43	0.03	0.41		0.78	0.73	
Control Delay		49.5	0.2		143.4	22.9	3.6	15.7		24.3	10.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.5	0.2		143.4	22.9	3.6	15.7		24.3	10.9	
LOS		D	A		F	C	A	B		C	B	
Approach Delay		19.1			75.8			15.7			12.5	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)		4	0		~182	105	1	182		105	353	
Queue Length 95th (ft)		14	0		#307	146	4	234		216	665	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		200	308		179	682	195	2874		594	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.03		1.08	0.36	0.03	0.41		0.64	0.73	

Intersection Summary	
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	105 (81%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.08
Intersection Signal Delay:	19.2
Intersection LOS:	B
Intersection Capacity Utilization:	89.8%
ICU Level of Service:	E
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.





















# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Private Drwy/Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Tuscany Way/Sprinkle Rd & Ferguson Ln  
2023 Forecasted AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	51	211	13	144	1	145	144	26	4	310	299
Future Volume (vph)	57	51	211	13	144	1	145	144	26	4	310	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		120	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.977			0.934	
Flt Protected		0.974			0.996		0.950					
Satd. Flow (prot)	0	1797	1568	0	1837	1568	1752	1802	0	0	1723	0
Flt Permitted		0.974			0.996		0.950					
Satd. Flow (perm)	0	1797	1568	0	1837	1568	1752	1802	0	0	1723	0
Link Speed (mph)		40			30			35			35	
Link Distance (ft)		355			1803			630			3438	
Travel Time (s)		6.1			41.0			12.3			67.0	
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	60	54	222	18	197	1	167	166	30	4	337	325
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	222	0	215	1	167	196	0	0	666	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	71.4%						ICU Level of Service C					
Analysis Period (min)	15											



Intersection	
Intersection Delay, s/veh	87.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗			↕	
Traffic Vol, veh/h	57	51	211	13	144	1	145	144	26	4	310	299
Future Vol, veh/h	57	51	211	13	144	1	145	144	26	4	310	299
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	60	54	222	18	197	1	167	166	30	4	337	325
Number of Lanes	0	1	1	0	1	1	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	16.6	20.3	16.6	183.5
HCM LOS	C	C	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	53%	0%	8%	0%	1%
Vol Thru, %	0%	85%	47%	0%	92%	0%	51%
Vol Right, %	0%	15%	0%	100%	0%	100%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	170	108	211	157	1	613
LT Vol	145	0	57	0	13	0	4
Through Vol	0	144	51	0	144	0	310
RT Vol	0	26	0	211	0	1	299
Lane Flow Rate	167	195	114	222	215	1	666
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.378	0.41	0.261	0.451	0.492	0.003	1.33
Departure Headway (Hd)	8.862	8.232	9.177	8.17	9.153	8.376	7.187
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	408	440	394	444	396	430	513
Service Time	6.562	5.932	6.877	5.87	6.853	6.076	5.187
HCM Lane V/C Ratio	0.409	0.443	0.289	0.5	0.543	0.002	1.298
HCM Control Delay	16.8	16.5	15.1	17.4	20.4	11.1	183.5
HCM Lane LOS	C	C	C	C	C	B	F
HCM 95th-tile Q	1.7	2	1	2.3	2.6	0	29.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↙
Traffic Volume (vph)	88	205	73	1	2	409
Future Volume (vph)	88	205	73	1	2	409
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	101	236	100	1	2	470
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	337	101	0	472	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.4%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	88	1	186	408	3	39
Future Volume (vph)	88	1	186	408	3	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.874		
Flt Protected				0.985	0.997	
Satd. Flow (prot)	1861	0	0	1835	1623	0
Flt Permitted				0.985	0.997	
Satd. Flow (perm)	1861	0	0	1835	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.89	0.89
Adj. Flow (vph)	109	1	209	458	3	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	110	0	0	667	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	88	1	186	408	3	39
Future Vol, veh/h	88	1	186	408	3	39
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	81	81	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	1	209	458	3	44

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	110	0	986
Stage 1	-	-	-	-	110
Stage 2	-	-	-	-	876
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	-	-	1480	-	275
Stage 1	-	-	-	-	915
Stage 2	-	-	-	-	407
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1480	-	223
Mov Cap-2 Maneuver	-	-	-	-	223
Stage 1	-	-	-	-	915
Stage 2	-	-	-	-	330

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	766	-	-	1480	-
HCM Lane V/C Ratio	0.062	-	-	0.141	-
HCM Control Delay (s)	10	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	207	73	42	186	1
Future Volume (vph)	1	207	73	42	186	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.866			0.999		
Fl <sub>t</sub> Protected				0.969		
Satd. Flow (prot)	1629	0	0	1823	1879	0
Fl <sub>t</sub> Permitted				0.969		
Satd. Flow (perm)	1629	0	0	1823	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.85	0.85	0.78	0.78	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	244	94	54	242	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	245	0	0	148	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.0%
	ICU Level of Service A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2023 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	1	28	1	1	1	100	124	1	1	443	31
Future Volume (vph)	3	1	28	1	1	1	100	124	1	1	443	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.882			0.955			0.999			0.991	
Fl <sub>t</sub> Protected		0.996			0.984			0.978				
Satd. Flow (prot)	0	1636	0	0	1750	0	0	1820	0	0	1846	0
Fl <sub>t</sub> Permitted		0.996			0.984			0.978				
Satd. Flow (perm)	0	1636	0	0	1750	0	0	1820	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	5	2	50	4	4	4	110	136	1	1	534	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	12	0	0	247	0	0	572	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	50.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection				
Intersection Delay, s/veh	6.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	57	12	247	572
Demand Flow Rate, veh/h	58	12	252	584
Vehicles Circulating, veh/h	550	256	8	120
Vehicles Exiting, veh/h	154	4	600	148
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	3.5	4.2	8.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	58	12	252	584
Cap Entry Lane, veh/h	787	1063	1369	1221
Entry HV Adj Factor	0.982	0.993	0.981	0.980
Flow Entry, veh/h	57	12	247	572
Cap Entry, veh/h	773	1056	1343	1196
V/C Ratio	0.074	0.011	0.184	0.478
Control Delay, s/veh	5.4	3.5	4.2	8.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2023 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	70	859	65	120	287	0	0	434	138
Future Volume (vph)	0	0	0	70	859	65	120	287	0	0	434	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.990							0.964
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4891	0	1719	3438	0	0	3314	0
Flt Permitted				0.950			0.127					
Satd. Flow (perm)	0	0	0	1719	4891	0	230	3438	0	0	3314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10							28
Link Speed (mph)		55			55			40				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			4.4				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	77	944	71	136	326	0	0	579	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	77	1015	0	136	326	0	0	763	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6



Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2023 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								28.0
Total Split (%)				12.9%								20.0%
Maximum Green (s)				10.5								22.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.5	55.5		66.0	43.5				31.4
Actuated g/C Ratio				0.08	0.40		0.47	0.31				0.22
v/c Ratio				0.60	0.52		0.29	0.31				1.00
Control Delay				82.5	33.0		2.6	4.1				84.2
Queue Delay				0.0	0.0		0.8	0.5				0.0
Total Delay				82.5	33.0		3.4	4.6				84.2
LOS				F	C		A	A				F
Approach Delay					36.5			4.2				84.2
Approach LOS					D			A				F
Queue Length 50th (ft)				69	253		1	5				~377
Queue Length 95th (ft)				#133	298		1	5				#350
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				128	1944		487	1063				764
Starvation Cap Reductn				0	0		163	377				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.60	0.52		0.42	0.48				1.00

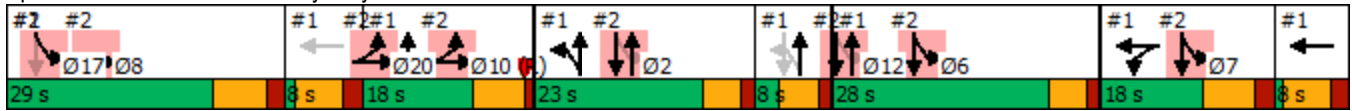
Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 45.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 62.0%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Tuscany Way & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2023 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	184	2013	121	0	0	0	0	224	23	319	186	0
Future Volume (vph)	184	2013	121	0	0	0	0	224	23	319	186	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.992						0.986				
Flt Protected	0.950									0.950	0.977	
Satd. Flow (prot)	3400	4996	0	0	0	0	0	4965	0	1595	3280	0
Flt Permitted	0.950									0.513	0.955	
Satd. Flow (perm)	3400	4996	0	0	0	0	0	4965	0	861	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						10				
Link Speed (mph)		55			55			30				40
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			5.2				4.4
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	194	2119	127	0	0	0	0	277	28	380	221	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	194	2246	0	0	0	0	0	305	0	190	411	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2023 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	19.5	47.5						25.5		74.0	74.0	
Actuated g/C Ratio	0.14	0.34						0.18		0.53	0.53	
v/c Ratio	0.41	1.32						0.33		0.27	0.24	
Control Delay	58.0	186.5						49.4		1.2	0.6	
Queue Delay	0.0	0.0						0.0		0.7	0.6	
Total Delay	58.0	186.5						49.4		1.9	1.2	
LOS	E	F						D		A	A	
Approach Delay		176.3						49.4			1.4	
Approach LOS		F						D			A	
Queue Length 50th (ft)	84	~970						86		2	2	
Queue Length 95th (ft)	124	#1062						105		m3	m2	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	473	1699						904		709	1727	
Starvation Cap Reductn	0	0						0		275	903	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.41	1.32						0.34		0.44	0.50	

Intersection Summary

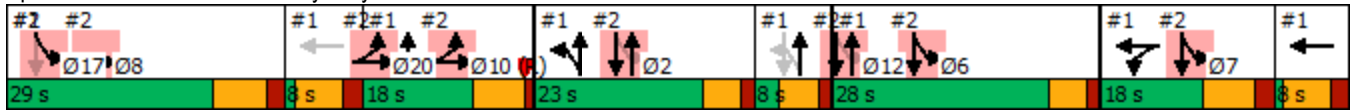
Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 133.3      Intersection LOS: F  
 Intersection Capacity Utilization 62.0%      ICU Level of Service B  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	28.0	18.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	20%	13%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	22.5	10.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tuscany Way & US 290 EB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2023 Forecasted PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	3	10	147	2	312	1	2103	169	251	1116	4
Future Volume (vph)	12	3	10	147	2	312	1	2103	169	251	1116	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.961			0.953		0.950			0.950		
Satd. Flow (prot)	0	1773	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.724			0.713		0.217			0.053		
Satd. Flow (perm)	0	1336	1568	0	1315	1568	400	4981	0	98	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	17	4	14	173	2	367	1	2168	174	259	1151	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	14	0	175	367	1	2342	0	259	1155	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2023 Forecasted PM



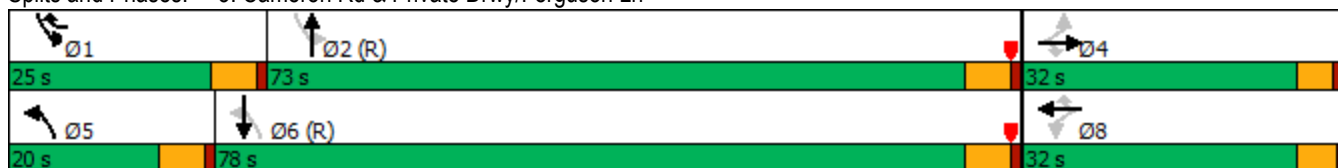
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	17.5	17.5	15.5	15.5	30.5		15.5	30.5	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		20.8	20.8		20.8	44.0	97.1	75.0		92.7	96.1	
Actuated g/C Ratio		0.16	0.16		0.16	0.34	0.75	0.58		0.71	0.74	
v/c Ratio		0.10	0.05		0.83	0.67	0.00	0.81		0.88	0.31	
Control Delay		44.9	0.3		82.4	40.2	5.0	26.2		67.5	6.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		44.9	0.3		82.4	40.2	5.0	26.2		67.5	6.8	
LOS		D	A		F	D	A	C		E	A	
Approach Delay		27.0			53.9			26.2			17.9	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)		15	0		144	241	0	578		163	101	
Queue Length 95th (ft)		31	0		206	305	2	708		#307	187	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		272	372		268	569	452	2880		323	3717	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.08	0.04		0.65	0.64	0.00	0.81		0.80	0.31	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	26.9
Intersection LOS:	C
Intersection Capacity Utilization:	87.0%
ICU Level of Service:	E
Analysis Period (min):	15





















# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Private Drwy/Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Tuscany Way/Sprinkle Rd & Ferguson Ln  
2023 Forecasted PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	286	142	191	25	70	3	165	235	22	2	222	143
Future Volume (vph)	286	142	191	25	70	3	165	235	22	2	222	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		120	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.987			0.947	
Flt Protected		0.968			0.987		0.950					
Satd. Flow (prot)	0	1786	1568	0	1821	1568	1752	1821	0	0	1747	0
Flt Permitted		0.968			0.987		0.950					
Satd. Flow (perm)	0	1786	1568	0	1821	1568	1752	1821	0	0	1747	0
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		355			1803			630			3438	
Travel Time (s)		6.1			30.7			12.3			67.0	
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	336	167	225	42	117	5	204	290	27	2	264	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	503	225	0	159	5	204	317	0	0	436	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	74.2%						ICU Level of Service D					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	70.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕	↕	↕			↕	
Traffic Vol, veh/h	286	142	191	25	70	3	165	235	22	2	222	143
Future Vol, veh/h	286	142	191	25	70	3	165	235	22	2	222	143
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	336	167	225	42	117	5	204	290	27	2	264	170
Number of Lanes	0	1	1	0	1	1	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	107.4	20	29.6	75.3
HCM LOS	F	C	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	67%	0%	26%	0%	1%
Vol Thru, %	0%	91%	33%	0%	74%	0%	60%
Vol Right, %	0%	9%	0%	100%	0%	100%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	257	428	191	95	3	367
LT Vol	165	0	286	0	25	0	2
Through Vol	0	235	142	0	70	0	222
RT Vol	0	22	0	191	0	3	143
Lane Flow Rate	204	317	504	225	158	5	437
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.514	0.751	1.221	0.481	0.426	0.012	1.003
Departure Headway (Hd)	9.618	9.035	8.958	7.88	10.215	9.336	8.757
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	377	403	408	461	355	386	419
Service Time	7.318	6.735	6.658	5.58	7.915	7.036	6.757
HCM Lane V/C Ratio	0.541	0.787	1.235	0.488	0.445	0.013	1.043
HCM Control Delay	22.1	34.4	147.4	17.7	20.3	12.1	75.3
HCM Lane LOS	C	D	F	C	C	B	F
HCM 95th-tile Q	2.8	6.1	20.2	2.6	2.1	0	12.5

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd/Springdale Rd & Cameron Rd  
2023 Forecasted PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	348	105	235	1	1	193
Future Volume (vph)	348	105	235	1	1	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	30		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	5.7		5.1	
Peak Hour Factor	0.88	0.88	0.81	0.81	0.78	0.78
Adj. Flow (vph)	395	119	290	1	1	247
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	514	291	0	248	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.2%
ICU Level of Service	B
Analysis Period (min)	15



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	348	1	41	172	23	290
Future Volume (vph)	348	1	41	172	23	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.990	0.996	
Satd. Flow (prot)	1863	0	0	1844	1623	0
Fl <sub>t</sub> Permitted				0.990	0.996	
Satd. Flow (perm)	1863	0	0	1844	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	435	1	51	212	29	363
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	0	263	392	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.9%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	8.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	348	1	41	172	23	290
Future Vol, veh/h	348	1	41	172	23	290
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	435	1	51	212	29	363

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	436	0	750
Stage 1	-	-	-	-	436
Stage 2	-	-	-	-	314
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	-	-	1124	-	379
Stage 1	-	-	-	-	652
Stage 2	-	-	-	-	741
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1124	-	360
Mov Cap-2 Maneuver	-	-	-	-	360
Stage 1	-	-	-	-	652
Stage 2	-	-	-	-	703

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	22.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	589	-	-	1124	-
HCM Lane V/C Ratio	0.664	-	-	0.045	-
HCM Control Delay (s)	22.4	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	4.9	-	-	0.1	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd  
2023 Forecasted PM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	103	235	310	41	1
Future Volume (vph)	3	103	235	310	41	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869				0.997	
Flt Protected	0.999			0.979		
Satd. Flow (prot)	1649	0	0	1860	1894	0
Flt Permitted	0.999			0.979		
Satd. Flow (perm)	1649	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	110	283	373	48	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	113	0	0	656	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.2%
ICU Level of Service	A
Analysis Period (min)	15



Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2023 Forecasted PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	97	1	1	2	44	510	1	1	219	15
Future Volume (vph)	28	2	97	1	1	2	44	510	1	1	219	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932						0.991	
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	3	131	4	4	8	49	567	1	1	274	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	0	16	0	0	617	0	0	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	61.6%
ICU Level of Service	B
Analysis Period (min)	15

Intersection				
Intersection Delay, s/veh	6.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	172	16	617	294
Demand Flow Rate, veh/h	173	16	623	297
Vehicles Circulating, veh/h	282	660	42	57
Vehicles Exiting, veh/h	72	5	413	619
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	5.4	7.5	4.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	173	16	623	297
Cap Entry Lane, veh/h	1035	704	1322	1302
Entry HV Adj Factor	0.994	0.998	0.991	0.991
Flow Entry, veh/h	172	16	617	294
Cap Entry, veh/h	1029	702	1310	1290
V/C Ratio	0.167	0.023	0.471	0.228
Control Delay, s/veh	5.0	5.4	7.5	4.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	3	1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	61	1908	128	181	397	0	0	290	241
Future Volume (vph)	0	0	0	61	1908	128	181	397	0	0	290	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.991							0.932
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4943	0	1736	3471	0	0	3235	0
Flt Permitted				0.950			0.167					
Satd. Flow (perm)	0	0	0	1736	4943	0	305	3471	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9							143
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	64	1988	133	206	451	0	0	302	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	64	2121	0	206	451	0	0	553	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								22.0
Total Split (%)				13.8%								16.9%
Maximum Green (s)				10.5								16.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				12.2	53.2		58.3	43.5				24.1
Actuated g/C Ratio				0.09	0.41		0.45	0.33				0.19
v/c Ratio				0.40	1.05		0.40	0.39				0.77
Control Delay				64.6	71.0		2.9	3.8				45.1
Queue Delay				0.0	0.0		1.0	0.6				0.0
Total Delay				64.6	71.0		3.9	4.4				45.1
LOS				E	E		A	A				D
Approach Delay					70.8			4.3				45.1
Approach LOS					E			A				D
Queue Length 50th (ft)				52	~730		1	6				176
Queue Length 95th (ft)				102	#826		2	7				243
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				162	2027		530	1135				755
Starvation Cap Reductn				0	0		150	347				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.40	1.05		0.54	0.57				0.73

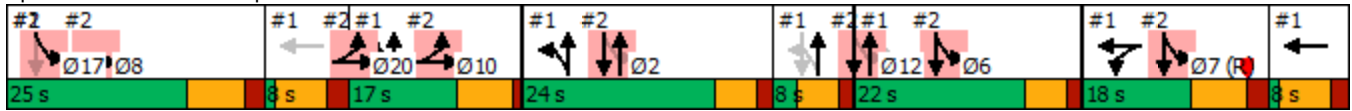
Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 53.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 80.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	232	554	148	0	0	0	0	345	9	131	219	0
Future Volume (vph)	232	554	148	0	0	0	0	345	9	131	219	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.968						0.996				
Flt Protected	0.950									0.950	0.994	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3274	0
Flt Permitted	0.950									0.455	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	749	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	280	667	178	0	0	0	0	371	10	144	241	0
Shared Lane Traffic (%)										25%		
Lane Group Flow (vph)	280	845	0	0	0	0	0	381	0	108	277	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2023 Site + Forecasted AM - No Improvements



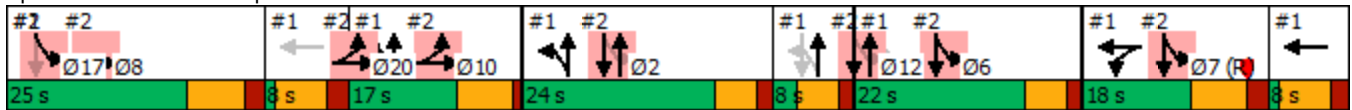
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	18.5	42.5						26.5		69.0	69.0	
Actuated g/C Ratio	0.14	0.33						0.20		0.53	0.53	
v/c Ratio	0.59	0.53						0.38		0.16	0.16	
Control Delay	57.9	34.5						45.6		3.7	3.2	
Queue Delay	0.0	0.0						0.0		0.3	0.4	
Total Delay	57.9	34.5						45.6		4.0	3.6	
LOS	E	C						D		A	A	
Approach Delay		40.3						45.6			3.7	
Approach LOS		D						D			A	
Queue Length 50th (ft)	115	197						101		9	13	
Queue Length 95th (ft)	148	218						135		m12	m15	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	474	1600						968		663	1711	
Starvation Cap Reductn	0	0						0		254	962	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.59	0.53						0.39		0.26	0.37	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 33.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 80.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.



Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	22.0	18.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	17%	14%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	16.5	10.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2023 Site + Forecasted AM - No Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	6	166	1	214	5	842	162	388	2680	10
Future Volume (vph)	3	1	6	166	1	214	5	842	162	388	2680	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.976			0.999	
Flt Protected		0.962			0.953		0.950			0.950		
Satd. Flow (prot)	0	1775	1568	0	1758	1568	1752	4915	0	1752	5031	0
Flt Permitted		0.792			0.724		0.043			0.189		
Satd. Flow (perm)	0	1461	1568	0	1336	1568	79	4915	0	349	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			83		45			1	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		5.6			10.9			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	4	1	8	198	1	255	6	991	191	400	2763	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	8	0	199	255	6	1182	0	400	2773	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	45.1	100.4	73.9		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.35	0.77	0.57		0.74	0.76	
v/c Ratio		0.03	0.03		1.11	0.43	0.03	0.42		0.81	0.73	
Control Delay		49.5	0.2		151.2	22.6	3.6	16.5		28.6	10.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.5	0.2		151.2	22.6	3.6	16.5		28.6	10.9	
LOS		D	A		F	C	A	B		C	B	
Approach Delay		19.1			78.9			16.5			13.2	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)		4	0		~191	108	1	191		134	353	
Queue Length 95th (ft)		14	0		#315	151	4	237		251	665	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		196	308		179	682	195	2812		586	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.03		1.11	0.37	0.03	0.42		0.68	0.73	

**Intersection Summary**

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 105 (81%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 20.2      Intersection LOS: C

Intersection Capacity Utilization 90.0%      ICU Level of Service E

Analysis Period (min) 15





















- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2023 Site + Forecasted AM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	85	211	41	154	3	145	144	120	11	310	299
Future Volume (vph)	57	85	211	41	154	3	145	144	120	11	310	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	150		120	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.932				0.935
Flt Protected		0.980		0.950			0.950					0.999
Satd. Flow (prot)	0	1808	1568	1752	1839	0	1752	1719	0	0	1723	0
Flt Permitted		0.980		0.950			0.950					0.999
Satd. Flow (perm)	0	1808	1568	1752	1839	0	1752	1719	0	0	1723	0
Link Speed (mph)		35			30			35				35
Link Distance (ft)		355			606			630				3438
Travel Time (s)		6.9			13.8			12.3				67.0
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	60	89	222	56	211	4	167	166	138	12	337	325
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	222	56	215	0	167	304	0	0	674	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	79.4%						ICU Level of Service D					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	104.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕	↕	↕		↕	↕			↕	
Traffic Vol, veh/h	57	85	211	41	154	3	145	144	120	11	310	299
Future Vol, veh/h	57	85	211	41	154	3	145	144	120	11	310	299
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	60	89	222	56	211	4	167	166	138	12	337	325
Number of Lanes	0	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	19	21	23.6	241.6
HCM LOS	C	C	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	40%	0%	100%	0%	2%
Vol Thru, %	0%	55%	60%	0%	0%	98%	50%
Vol Right, %	0%	45%	0%	100%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	264	142	211	41	157	620
LT Vol	145	0	57	0	41	0	11
Through Vol	0	144	85	0	0	154	310
RT Vol	0	120	0	211	0	3	299
Lane Flow Rate	167	303	149	222	56	215	674
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.399	0.657	0.363	0.483	0.144	0.519	1.463
Departure Headway (Hd)	9.516	8.661	9.816	8.867	10.32	9.778	7.814
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	380	419	369	409	350	372	465
Service Time	7.216	6.361	7.516	6.567	8.02	7.478	5.857
HCM Lane V/C Ratio	0.439	0.723	0.404	0.543	0.16	0.578	1.449
HCM Control Delay	18.4	26.5	18	19.6	14.7	22.6	241.6
HCM Lane LOS	C	D	C	C	B	C	F
HCM 95th-tile Q	1.9	4.6	1.6	2.6	0.5	2.9	33.9

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (vph)	90	205	73	1	2	415
Future Volume (vph)	90	205	73	1	2	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	103	236	100	1	2	477
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	339	101	0	479	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.9%
ICU Level of Service	A
Analysis Period (min)	15



Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	90	1	186	414	3	39
Future Volume (vph)	90	1	186	414	3	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.874		
Flt Protected				0.985	0.997	
Satd. Flow (prot)	1861	0	0	1835	1623	0
Flt Permitted				0.985	0.997	
Satd. Flow (perm)	1861	0	0	1835	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.89	0.89
Adj. Flow (vph)	111	1	209	465	3	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	0	0	674	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	1	186	414	3	39
Future Vol, veh/h	90	1	186	414	3	39
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	81	81	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	1	209	465	3	44

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	112	0	995 112
Stage 1	-	-	-	-	112 -
Stage 2	-	-	-	-	883 -
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	-	-	1478	-	271 941
Stage 1	-	-	-	-	913 -
Stage 2	-	-	-	-	404 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1478	-	219 941
Mov Cap-2 Maneuver	-	-	-	-	219 -
Stage 1	-	-	-	-	913 -
Stage 2	-	-	-	-	327 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	762	-	-	1478	-
HCM Lane V/C Ratio	0.062	-	-	0.141	-
HCM Control Delay (s)	10	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2023 Site + Forecasted AM - No Improvements



















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	207	73	42	186	1
Future Volume (vph)	1	207	73	42	186	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.866			0.999		
Flt Protected				0.969		
Satd. Flow (prot)	1629	0	0	1823	1879	0
Flt Permitted				0.969		
Satd. Flow (perm)	1629	0	0	1823	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.85	0.85	0.78	0.78	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	244	94	54	242	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	245	0	0	148	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.0%
Analysis Period (min)	15
	ICU Level of Service A

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2023 Site + Forecasted AM - No Improvements













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	28	1	1	1	100	124	1	1	443	31
Future Volume (vph)	3	1	28	1	1	1	100	124	1	1	443	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.882			0.955			0.999			0.991	
Flt Protected		0.996			0.984			0.978				
Satd. Flow (prot)	0	1636	0	0	1750	0	0	1820	0	0	1846	0
Flt Permitted		0.996			0.984			0.978				
Satd. Flow (perm)	0	1636	0	0	1750	0	0	1820	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	5	2	50	4	4	4	110	136	1	1	534	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	12	0	0	247	0	0	572	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	50.7%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection				
Intersection Delay, s/veh	6.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	57	12	247	572
Demand Flow Rate, veh/h	58	12	252	584
Vehicles Circulating, veh/h	550	256	8	120
Vehicles Exiting, veh/h	154	4	600	148
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	3.5	4.2	8.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	58	12	252	584
Cap Entry Lane, veh/h	787	1063	1369	1221
Entry HV Adj Factor	0.982	0.993	0.981	0.980
Flow Entry, veh/h	57	12	247	572
Cap Entry, veh/h	773	1056	1343	1196
V/C Ratio	0.074	0.011	0.184	0.478
Control Delay, s/veh	5.4	3.5	4.2	8.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3

Premier Logistics Park TIA  
Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

2023 Site + Forecasted AM - No Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	1	1	61	1	1
Future Volume (vph)	18	1	1	61	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	1	1	66	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	1	1	66	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	18	1	1	61	1	1
Future Vol, veh/h	18	1	1	61	1	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	0	-	150	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	20	1	1	66	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	67
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1535
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1017	1084	-	-	1535
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1535
HCM Lane V/C Ratio	-	-	0.019	0.001	0.001
HCM Control Delay (s)	-	-	8.6	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B  
2023 Site + Forecasted AM - No Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	1	61	54	1	18
Future Volume (vph)	16	1	61	54	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.936			
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1765	0	1744	0	1770	1863
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1765	0	1744	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	1	66	59	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	125	0	1	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.5%
Analysis Period (min)	15
	ICU Level of Service A



Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	1	61	54	1	18
Future Vol, veh/h	16	1	61	54	1	18
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	17	1	66	59	1	20

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	118	96	0	0	125
Stage 1	96	-	-	-	-
Stage 2	22	-	-	-	-
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	878	960	-	-	1462
Stage 1	928	-	-	-	-
Stage 2	1001	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	877	960	-	-	1462
Mov Cap-2 Maneuver	877	-	-	-	-
Stage 1	928	-	-	-	-
Stage 2	1000	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	1462
HCM Lane V/C Ratio	-	-	0.021	0.001
HCM Control Delay (s)	-	-	9.2	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

11: Ferguson Ln & Runberg Ln Extension  
2023 Site + Forecasted AM - No Improvements

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↘	
Traffic Volume (vph)	115	105	1	34	164	1
Future Volume (vph)	115	105	1	34	164	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.936				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1744	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1744	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	114	1	37	178	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	0	1	37	179	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	105	1	34	164	1
Future Vol, veh/h	115	105	1	34	164	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	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	125	114	1	37	178	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	239	0	221
Stage 1	-	-	-	-	182
Stage 2	-	-	-	-	39
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	-	-	1328	-	767
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	983
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1328	-	766
Mov Cap-2 Maneuver	-	-	-	-	766
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	982

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	767	-	-	1328	-
HCM Lane V/C Ratio	0.234	-	-	0.001	-
HCM Control Delay (s)	11.1	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	14	87	160	1	1	4
Future Volume (vph)	14	87	160	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.892	
Flt Protected		0.993			0.990	
Satd. Flow (prot)	0	1850	1861	0	1645	0
Flt Permitted		0.993			0.990	
Satd. Flow (perm)	0	1850	1861	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	95	174	1	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	110	175	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	14	87	160	1	1	4
Future Vol, veh/h	14	87	160	1	1	4
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	15	95	174	1	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	175	0	-	0	300 175
Stage 1	-	-	-	-	175 -
Stage 2	-	-	-	-	125 -
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	1401	-	-	-	691 868
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	901 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1401	-	-	-	683 868
Mov Cap-2 Maneuver	-	-	-	-	683 -
Stage 1	-	-	-	-	846 -
Stage 2	-	-	-	-	901 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	823
HCM Lane V/C Ratio	0.011	-	-	-	0.007
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2023 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	7	81	158	1	1	2
Future Volume (vph)	7	81	158	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.910	
Flt Protected		0.996			0.984	
Satd. Flow (prot)	0	1855	1861	0	1668	0
Flt Permitted		0.996			0.984	
Satd. Flow (perm)	0	1855	1861	0	1668	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	88	172	1	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	96	173	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	7	81	158	1	1	2
Future Vol, veh/h	7	81	158	1	1	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	-	-	-	-	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	8	88	172	1	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	173	0	-	0	277 173
Stage 1	-	-	-	-	173 -
Stage 2	-	-	-	-	104 -
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	1404	-	-	-	713 871
Stage 1	-	-	-	-	857 -
Stage 2	-	-	-	-	920 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1404	-	-	-	709 871
Mov Cap-2 Maneuver	-	-	-	-	709 -
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	920 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1404	-	-	-	809
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	70	859	82	120	304	0	0	486	177
Future Volume (vph)	0	0	0	70	859	82	120	304	0	0	486	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.987							0.960
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4876	0	1719	3438	0	0	3301	0
Flt Permitted				0.950			0.128					
Satd. Flow (perm)	0	0	0	1719	4876	0	232	3438	0	0	3301	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13							34
Link Speed (mph)		55			55			40				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			4.4				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	77	944	90	136	345	0	0	648	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	77	1034	0	136	345	0	0	884	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6



Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								28.0
Total Split (%)				12.9%								20.0%
Maximum Green (s)				10.5								22.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.5	55.5		66.0	43.5				31.3
Actuated g/C Ratio				0.08	0.40		0.47	0.31				0.22
v/c Ratio				0.60	0.53		0.28	0.32				1.16
Control Delay				82.5	33.1		2.6	4.1				131.4
Queue Delay				0.0	0.0		0.8	0.5				0.0
Total Delay				82.5	33.1		3.4	4.6				131.4
LOS				F	C		A	A				F
Approach Delay					36.6			4.3				131.4
Approach LOS					D			A				F
Queue Length 50th (ft)				69	258		1	5				~496
Queue Length 95th (ft)				#133	304		1	5				#461
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				128	1940		487	1060				763
Starvation Cap Reductn				0	0		165	367				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.60	0.53		0.42	0.50				1.16

Intersection Summary

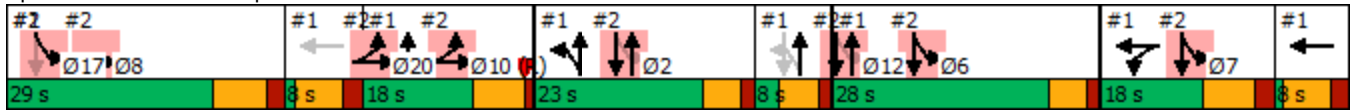
Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 64.1  
 Intersection Capacity Utilization 63.0%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service B

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	198	2013	121	0	0	0	0	226	23	364	192	0
Future Volume (vph)	198	2013	121	0	0	0	0	226	23	364	192	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.992						0.986				
Flt Protected	0.950									0.950	0.976	
Satd. Flow (prot)	3400	4996	0	0	0	0	0	4965	0	1595	3277	0
Flt Permitted	0.950									0.511	0.955	
Satd. Flow (perm)	3400	4996	0	0	0	0	0	4965	0	858	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						10				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	208	2119	127	0	0	0	0	279	28	433	229	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	208	2246	0	0	0	0	0	307	0	216	446	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	19.5	47.5						25.5		74.0	74.0	
Actuated g/C Ratio	0.14	0.34						0.18		0.53	0.53	
v/c Ratio	0.44	1.32						0.34		0.31	0.26	
Control Delay	58.5	186.5						49.4		1.0	0.6	
Queue Delay	0.0	0.0						0.0		0.9	0.8	
Total Delay	58.5	186.5						49.4		1.9	1.4	
LOS	E	F						D		A	A	
Approach Delay		175.7						49.4			1.5	
Approach LOS		F						D			A	
Queue Length 50th (ft)	90	~970						87		3	3	
Queue Length 95th (ft)	132	#1062						106		m3	m3	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	473	1699						900		708	1722	
Starvation Cap Reductn	0	0						0		270	927	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.44	1.32						0.34		0.49	0.56	

Intersection Summary

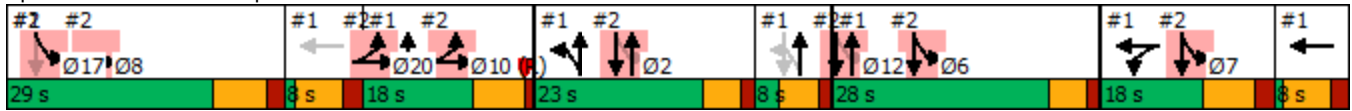
Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 130.7  
 Intersection LOS: F  
 Intersection Capacity Utilization 63.0%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	28.0	18.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	20%	13%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	22.5	10.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2023 Site + Forecasted PM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	3	10	160	2	332	1	2103	174	258	1116	4
Future Volume (vph)	12	3	10	160	2	332	1	2103	174	258	1116	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.961			0.953		0.950			0.950		
Satd. Flow (prot)	0	1773	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.716			0.713		0.216			0.054		
Satd. Flow (perm)	0	1321	1568	0	1315	1568	398	4981	0	100	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	17	4	14	188	2	391	1	2168	179	266	1151	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	14	0	190	391	1	2347	0	266	1155	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	20.5	20.5	15.5	15.5	60.0		15.5	60.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		22.1	22.1		22.1	45.4	95.8	73.6		91.4	94.8	
Actuated g/C Ratio		0.17	0.17		0.17	0.35	0.74	0.57		0.70	0.73	
v/c Ratio		0.09	0.04		0.85	0.70	0.00	0.83		0.90	0.31	
Control Delay		44.1	0.3		83.4	40.6	5.0	27.5		70.1	7.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		44.1	0.3		83.4	40.6	5.0	27.5		70.1	7.2	
LOS		D	A		F	D	A	C		E	A	
Approach Delay		26.6			54.6			27.5			19.0	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)		15	0		155	255	0	608		169	108	
Queue Length 95th (ft)		31	0		223	330	2	710		#320	187	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		269	372		268	583	447	2826		321	3669	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.08	0.04		0.71	0.67	0.00	0.83		0.83	0.31	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	28.3
Intersection LOS:	C
Intersection Capacity Utilization:	88.2%
ICU Level of Service:	E
Analysis Period (min):	15





















# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2023 Site + Forecasted PM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	286	154	191	116	102	9	165	235	56	4	222	143
Future Volume (vph)	286	154	191	116	102	9	165	235	56	4	222	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	150		120	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.971				0.948
Flt Protected		0.969		0.950			0.950					0.999
Satd. Flow (prot)	0	1787	1568	1752	1823	0	1752	1791	0	0	1747	0
Flt Permitted		0.969		0.950			0.950					0.999
Satd. Flow (perm)	0	1787	1568	1752	1823	0	1752	1791	0	0	1747	0
Link Speed (mph)		35			30			35				35
Link Distance (ft)		355			606			630				3438
Travel Time (s)		6.9			13.8			12.3				67.0
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	336	181	225	193	170	15	204	290	69	5	264	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	517	225	193	185	0	204	359	0	0	439	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	80.1%						ICU Level of Service D					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	96.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔		↔	↔			↔	
Traffic Vol, veh/h	286	154	191	116	102	9	165	235	56	4	222	143
Future Vol, veh/h	286	154	191	116	102	9	165	235	56	4	222	143
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	336	181	225	193	170	15	204	290	69	5	264	170
Number of Lanes	0	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	155.1	24.9	47.7	121
HCM LOS	F	C	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	65%	0%	100%	0%	1%
Vol Thru, %	0%	81%	35%	0%	0%	92%	60%
Vol Right, %	0%	19%	0%	100%	0%	8%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	291	440	191	116	111	369
LT Vol	165	0	286	0	116	0	4
Through Vol	0	235	154	0	0	102	222
RT Vol	0	56	0	191	0	9	143
Lane Flow Rate	204	359	518	225	193	185	439
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.552	0.911	1.376	0.533	0.546	0.494	1.135
Departure Headway (Hd)	10.744	10.075	10.075	8.995	11.206	10.614	9.985
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	338	363	368	404	325	342	369
Service Time	8.444	7.775	7.775	6.695	8.906	8.314	7.985
HCM Lane V/C Ratio	0.604	0.989	1.408	0.557	0.594	0.541	1.19
HCM Control Delay	25.9	60.1	213.1	21.5	26.6	23.2	121
HCM Lane LOS	D	F	F	C	D	C	F
HCM 95th-tile Q	3.2	9.2	24.4	3	3.1	2.6	15.8

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (vph)	355	105	235	1	1	196
Future Volume (vph)	355	105	235	1	1	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.88	0.88	0.78	0.78	0.81	0.81
Adj. Flow (vph)	403	119	301	1	1	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	522	302	0	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.8%			ICU Level of Service B		
Analysis Period (min)	15					

Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	355	1	41	174	23	290
Future Volume (vph)	355	1	41	174	23	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.991	0.996	
Satd. Flow (prot)	1863	0	0	1846	1623	0
Fl <sub>t</sub> Permitted				0.991	0.996	
Satd. Flow (perm)	1863	0	0	1846	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	444	1	51	215	29	363
Shared Lane Traffic (%)						
Lane Group Flow (vph)	445	0	0	266	392	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.4%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	8.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	1	41	174	23	290
Future Vol, veh/h	355	1	41	174	23	290
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	444	1	51	215	29	363

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	445	0	762
Stage 1	-	-	-	-	445
Stage 2	-	-	-	-	317
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	-	-	1115	-	373
Stage 1	-	-	-	-	646
Stage 2	-	-	-	-	738
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1115	-	354
Mov Cap-2 Maneuver	-	-	-	-	354
Stage 1	-	-	-	-	646
Stage 2	-	-	-	-	700

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	582	-	-	1115	-
HCM Lane V/C Ratio	0.672	-	-	0.045	-
HCM Control Delay (s)	22.9	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	5.1	-	-	0.1	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	103	235	310	41	1
Future Volume (vph)	3	103	235	310	41	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869				0.997	
Flt Protected	0.999			0.979		
Satd. Flow (prot)	1649	0	0	1860	1894	0
Flt Permitted	0.999			0.979		
Satd. Flow (perm)	1649	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	110	283	373	48	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	113	0	0	656	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.2%
ICU Level of Service	A
Analysis Period (min)	15



Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2023 Site + Forecasted PM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	97	1	1	2	44	510	1	1	219	15
Future Volume (vph)	28	2	97	1	1	2	44	510	1	1	219	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932							0.991
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1615			229			546				1178
Travel Time (s)		36.7			5.2			12.4				26.8
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	3	131	4	4	8	49	567	1	1	274	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	0	16	0	0	617	0	0	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary













Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	61.6%
ICU Level of Service	B
Analysis Period (min)	15

Intersection				
Intersection Delay, s/veh	6.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	172	16	617	294
Demand Flow Rate, veh/h	173	16	623	297
Vehicles Circulating, veh/h	282	660	42	57
Vehicles Exiting, veh/h	72	5	413	619
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	5.4	7.5	4.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	173	16	623	297
Cap Entry Lane, veh/h	1035	704	1322	1302
Entry HV Adj Factor	0.994	0.998	0.991	0.991
Flow Entry, veh/h	172	16	617	294
Cap Entry, veh/h	1029	702	1310	1290
V/C Ratio	0.167	0.023	0.471	0.228
Control Delay, s/veh	5.0	5.4	7.5	4.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	3	1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

2023 Site + Forecasted PM - No Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	1	1	22	1	1
Future Volume (vph)	59	1	1	22	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	1	1	24	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	1	1	24	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	59	1	1	22	1	1
Future Vol, veh/h	59	1	1	22	1	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	0	-	150	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	64	1	1	24	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	25
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1589
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1017	1084	-	-	1589
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1589
HCM Lane V/C Ratio	-	-	0.063	0.001	0.001
HCM Control Delay (s)	-	-	8.8	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B  
2023 Site + Forecasted PM - No Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	1	22	19	1	59
Future Volume (vph)	52	1	22	19	1	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.937			
Flt Protected	0.953				0.950	
Satd. Flow (prot)	1772	0	1745	0	1770	1863
Flt Permitted	0.953				0.950	
Satd. Flow (perm)	1772	0	1745	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	1	24	21	1	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	45	0	1	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	52	1	22	19	1	59
Future Vol, veh/h	52	1	22	19	1	59
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	57	1	24	21	1	64

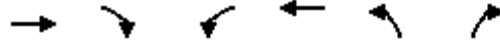
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	101	35	0	0	45
Stage 1	35	-	-	-	-
Stage 2	66	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	898	1038	-	-	1563
Stage 1	987	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	897	1038	-	-	1563
Mov Cap-2 Maneuver	897	-	-	-	-
Stage 1	987	-	-	-	-
Stage 2	956	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	899	1563
HCM Lane V/C Ratio	-	-	0.064	0.001
HCM Control Delay (s)	-	-	9.3	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

11: Ferguson Ln & Runberg Ln Extension  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	41	173	1	111	117	1
Future Volume (vph)	41	173	1	111	117	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1660	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1660	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.81	0.81
Adj. Flow (vph)	49	206	1	121	144	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	255	0	1	121	145	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	173	1	111	117	1
Future Vol, veh/h	41	173	1	111	117	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	92	92	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	206	1	121	144	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	255	0	275 152
Stage 1	-	-	-	-	152 -
Stage 2	-	-	-	-	123 -
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	-	-	1310	-	715 894
Stage 1	-	-	-	-	876 -
Stage 2	-	-	-	-	902 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1310	-	714 894
Mov Cap-2 Maneuver	-	-	-	-	714 -
Stage 1	-	-	-	-	876 -
Stage 2	-	-	-	-	901 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	715	-	-	1310	-
HCM Lane V/C Ratio	0.204	-	-	0.001	-
HCM Control Delay (s)	11.3	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-



Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↙
Traffic Volume (vph)	5	168	104	1	1	13
Future Volume (vph)	5	168	104	1	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	1861	1861	0	1623	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	1861	1861	0	1623	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	183	113	1	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	188	114	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	5	168	104	1	1	13
Future Vol, veh/h	5	168	104	1	1	13
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	5	183	113	1	1	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	114	0	-	0	307 114
Stage 1	-	-	-	-	114 -
Stage 2	-	-	-	-	193 -
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	1475	-	-	-	685 939
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	840 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1475	-	-	-	682 939
Mov Cap-2 Maneuver	-	-	-	-	682 -
Stage 1	-	-	-	-	907 -
Stage 2	-	-	-	-	840 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1475	-	-	-	914
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s)	7.5	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2023 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↘	↙
Traffic Volume (vph)	2	166	98	1	1	7
Future Volume (vph)	2	166	98	1	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.880	
Flt Protected		0.999			0.994	
Satd. Flow (prot)	0	1861	1861	0	1629	0
Flt Permitted		0.999			0.994	
Satd. Flow (perm)	0	1861	1861	0	1629	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	180	107	1	1	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	182	108	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	166	98	1	1	7
Future Vol, veh/h	2	166	98	1	1	7
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	2	180	107	1	1	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	108	0	-	0	292 108
Stage 1	-	-	-	-	108 -
Stage 2	-	-	-	-	184 -
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	1483	-	-	-	699 946
Stage 1	-	-	-	-	916 -
Stage 2	-	-	-	-	848 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1483	-	-	-	698 946
Mov Cap-2 Maneuver	-	-	-	-	698 -
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	848 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1483	-	-	-	906
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	61	1908	128	181	397	0	0	290	241
Future Volume (vph)	0	0	0	61	1908	128	181	397	0	0	290	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		150
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.991							0.932
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4943	0	1736	3471	0	0	3235	0
Flt Permitted				0.950			0.167					
Satd. Flow (perm)	0	0	0	1736	4943	0	305	3471	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9							143
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	64	1988	133	206	451	0	0	302	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	64	2121	0	206	451	0	0	553	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								22.0
Total Split (%)				13.8%								16.9%
Maximum Green (s)				10.5								16.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				12.2	53.2		58.3	43.5				24.1
Actuated g/C Ratio				0.09	0.41		0.45	0.33				0.19
v/c Ratio				0.40	1.05		0.40	0.39				0.77
Control Delay				64.6	71.0		2.9	3.8				45.1
Queue Delay				0.0	0.0		1.0	0.6				0.0
Total Delay				64.6	71.0		3.9	4.4				45.1
LOS				E	E		A	A				D
Approach Delay					70.8			4.3				45.1
Approach LOS					E			A				D
Queue Length 50th (ft)				52	~730		1	6				176
Queue Length 95th (ft)				102	#826		2	7				243
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				162	2027		530	1135				755
Starvation Cap Reductn				0	0		150	347				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.40	1.05		0.54	0.57				0.73

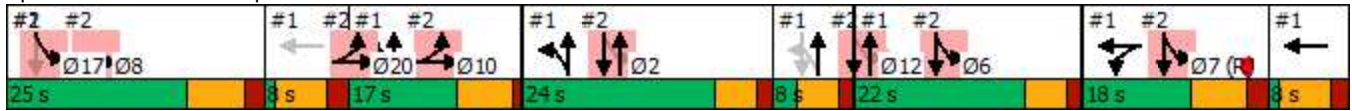
Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 53.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 80.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR





Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↗	↑↑↑						↑↑↑		↘	↖↖	
Traffic Volume (vph)	232	554	148	0	0	0	0	345	9	131	219	0
Future Volume (vph)	232	554	148	0	0	0	0	345	9	131	219	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.968						0.996				
Flt Protected	0.950									0.950	0.994	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3274	0
Flt Permitted	0.950									0.455	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	749	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	280	667	178	0	0	0	0	371	10	144	241	0
Shared Lane Traffic (%)										25%		
Lane Group Flow (vph)	280	845	0	0	0	0	0	381	0	108	277	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2023 Site + Forecasted AM - With Improvements

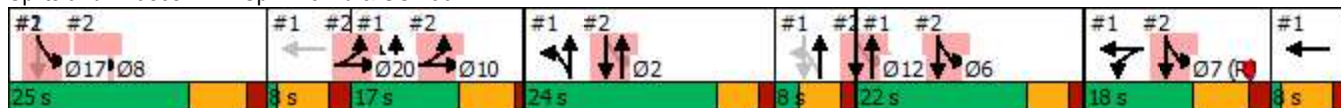


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	18.5	42.5						26.5		69.0	69.0	
Actuated g/C Ratio	0.14	0.33						0.20		0.53	0.53	
v/c Ratio	0.59	0.53						0.38		0.16	0.16	
Control Delay	57.9	34.5						45.6		3.7	3.2	
Queue Delay	0.0	0.0						0.0		0.3	0.4	
Total Delay	57.9	34.5						45.6		4.0	3.6	
LOS	E	C						D		A	A	
Approach Delay		40.3						45.6			3.7	
Approach LOS		D						D			A	
Queue Length 50th (ft)	115	197						101		9	13	
Queue Length 95th (ft)	148	218						135		m12	m15	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	474	1600						968		663	1711	
Starvation Cap Reductn	0	0						0		254	962	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.59	0.53						0.39		0.26	0.37	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 33.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 80.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	22.0	18.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	17%	14%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	16.5	10.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↕↕		↗	↕↕↕	
Traffic Volume (vph)	3	1	6	166	1	214	5	842	162	388	2680	10
Future Volume (vph)	3	1	6	166	1	214	5	842	162	388	2680	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.976			0.999	
Flt Protected		0.962			0.953		0.950			0.950		
Satd. Flow (prot)	0	1775	1568	0	1758	1568	1752	4915	0	1752	5031	0
Flt Permitted		0.792			0.724		0.043			0.189		
Satd. Flow (perm)	0	1461	1568	0	1336	1568	79	4915	0	349	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			83		45			1	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		5.6			10.9			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	4	1	8	198	1	255	6	991	191	400	2763	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	8	0	199	255	6	1182	0	400	2773	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	45.1	100.4	73.9		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.35	0.77	0.57		0.74	0.76	
v/c Ratio		0.03	0.03		1.11	0.43	0.03	0.42		0.81	0.73	
Control Delay		49.5	0.2		151.2	22.6	3.6	16.5		28.6	10.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.5	0.2		151.2	22.6	3.6	16.5		28.6	10.9	
LOS		D	A		F	C	A	B		C	B	
Approach Delay		19.1			78.9			16.5			13.2	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)		4	0		~191	108	1	191		134	353	
Queue Length 95th (ft)		14	0		#315	151	4	237		251	665	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		196	308		179	682	195	2812		586	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.03		1.11	0.37	0.03	0.42		0.68	0.73	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	105 (81%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.11
Intersection Signal Delay:	20.2
Intersection LOS:	C
Intersection Capacity Utilization:	90.0%
ICU Level of Service:	E
Analysis Period (min):	15





















- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2023 Site + Forecasted AM - With Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	85	211	41	154	3	145	144	120	11	310	299
Future Volume (vph)	57	85	211	41	154	3	145	144	120	11	310	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		140	150		120	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	300			100			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.893			0.997			0.932			0.926	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1647	0	1752	1839	0	1752	1719	0	1752	1708	0
Flt Permitted	0.429			0.282			0.175			0.535		
Satd. Flow (perm)	791	1647	0	520	1839	0	323	1719	0	987	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		124			1			59			69	
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		355			606			630			3438	
Travel Time (s)		6.9			13.8			12.3			67.0	
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	60	89	222	56	211	4	167	166	138	12	337	325
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	311	0	56	215	0	167	304	0	12	662	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	12.0	22.0		12.0	22.0		12.0	44.0		12.0	44.0	
Total Split (%)	13.3%	24.4%		13.3%	24.4%		13.3%	48.9%		13.3%	48.9%	
Maximum Green (s)	7.5	17.5		7.5	17.5		7.5	39.5		7.5	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	18.0	14.2		18.0	14.2		40.0	43.0		44.1	32.3	
Actuated g/C Ratio	0.24	0.19		0.24	0.19		0.53	0.57		0.59	0.43	
v/c Ratio	0.21	0.75		0.23	0.62		0.53	0.30		0.02	0.85	
Control Delay	23.2	32.2		23.6	39.3		14.9	9.7		8.5	30.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.2	32.2		23.6	39.3		14.9	9.7		8.5	30.6	
LOS	C	C		C	D		B	A		A	C	
Approach Delay		30.7			36.1			11.5			30.3	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	23	97		21	109		40	62		3	286	
Queue Length 95th (ft)	52	#219		39	145		70	141		10	#506	
Internal Link Dist (ft)		275			526			550			3358	
Turn Bay Length (ft)	140			150						100		
Base Capacity (vph)	293	508		258	465		329	1102		667	1003	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.61		0.22	0.46		0.51	0.28		0.02	0.66	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	74.8
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	26.3
Intersection LOS:	C
Intersection Capacity Utilization:	79.2%
ICU Level of Service:	D
Analysis Period (min):	15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension



Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↙
Traffic Volume (vph)	90	205	73	1	2	415
Future Volume (vph)	90	205	73	1	2	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	103	236	100	1	2	477
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	339	101	0	479	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.9%
Analysis Period (min)	15
	ICU Level of Service A

Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	90	1	186	414	3	39
Future Volume (vph)	90	1	186	414	3	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.999			0.874		
Fl <sub>t</sub> Protected				0.985	0.997	
Satd. Flow (prot)	1861	0	0	1835	1623	0
Fl <sub>t</sub> Permitted				0.985	0.997	
Satd. Flow (perm)	1861	0	0	1835	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.89	0.89
Adj. Flow (vph)	111	1	209	465	3	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	0	0	674	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	1	186	414	3	39
Future Vol, veh/h	90	1	186	414	3	39
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	81	81	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	1	209	465	3	44

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	112	0	995 112
Stage 1	-	-	-	-	112 -
Stage 2	-	-	-	-	883 -
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	-	-	1478	-	271 941
Stage 1	-	-	-	-	913 -
Stage 2	-	-	-	-	404 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1478	-	219 941
Mov Cap-2 Maneuver	-	-	-	-	219 -
Stage 1	-	-	-	-	913 -
Stage 2	-	-	-	-	327 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	762	-	-	1478	-
HCM Lane V/C Ratio	0.062	-	-	0.141	-
HCM Control Delay (s)	10	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2023 Site + Forecasted AM - With Improvements



















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	207	73	42	186	1
Future Volume (vph)	1	207	73	42	186	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.866			0.999		
Fl <sub>t</sub> Protected				0.969		
Satd. Flow (prot)	1629	0	0	1823	1879	0
Fl <sub>t</sub> Permitted				0.969		
Satd. Flow (perm)	1629	0	0	1823	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.85	0.85	0.78	0.78	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	244	94	54	242	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	245	0	0	148	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.0%
Analysis Period (min)	15
	ICU Level of Service A

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2023 Site + Forecasted AM - With Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	28	1	1	1	100	124	1	1	443	31
Future Volume (vph)	3	1	28	1	1	1	100	124	1	1	443	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.882			0.955			0.999			0.991	
Flt Protected		0.996			0.984			0.978				
Satd. Flow (prot)	0	1636	0	0	1750	0	0	1820	0	0	1846	0
Flt Permitted		0.996			0.984			0.978				
Satd. Flow (perm)	0	1636	0	0	1750	0	0	1820	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	5	2	50	4	4	4	110	136	1	1	534	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	12	0	0	247	0	0	572	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	50.7%						ICU Level of Service A					
Analysis Period (min)	15											













Intersection				
Intersection Delay, s/veh	6.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	57	12	247	572
Demand Flow Rate, veh/h	58	12	252	584
Vehicles Circulating, veh/h	550	256	8	120
Vehicles Exiting, veh/h	154	4	600	148
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	3.5	4.2	8.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	58	12	252	584
Cap Entry Lane, veh/h	787	1063	1369	1221
Entry HV Adj Factor	0.982	0.993	0.981	0.980
Flow Entry, veh/h	57	12	247	572
Cap Entry, veh/h	773	1056	1343	1196
V/C Ratio	0.074	0.011	0.184	0.478
Control Delay, s/veh	5.4	3.5	4.2	8.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3



Premier Logistics Park TIA  
Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

2023 Site + Forecasted AM - With Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	1	1	61	1	1
Future Volume (vph)	18	1	1	61	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	1	1	66	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	1	1	66	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	18	1	1	61	1	1
Future Vol, veh/h	18	1	1	61	1	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	0	-	150	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	20	1	1	66	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	67
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1535
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1017	1084	-	-	1535
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1535
HCM Lane V/C Ratio	-	-	0.019	0.001	0.001
HCM Control Delay (s)	-	-	8.6	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0

Premier Logistics Park TIA 10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B  
 Lanes, Volumes, Timings 2023 Site + Forecasted AM - With Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	1	61	54	1	18
Future Volume (vph)	16	1	61	54	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.936			
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1765	0	1744	0	1770	1863
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1765	0	1744	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	1	66	59	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	125	0	1	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized  
 Intersection Capacity Utilization 16.5% ICU Level of Service A  
 Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	1	61	54	1	18
Future Vol, veh/h	16	1	61	54	1	18
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	17	1	66	59	1	20

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	118	96	0	0	125
Stage 1	96	-	-	-	-
Stage 2	22	-	-	-	-
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	878	960	-	-	1462
Stage 1	928	-	-	-	-
Stage 2	1001	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	877	960	-	-	1462
Mov Cap-2 Maneuver	877	-	-	-	-
Stage 1	928	-	-	-	-
Stage 2	1000	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	1462
HCM Lane V/C Ratio	-	-	0.021	0.001
HCM Control Delay (s)	-	-	9.2	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	115	105	1	34	164	1
Future Volume (vph)	115	105	1	34	164	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.936				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1744	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1744	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	114	1	37	178	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	0	1	37	179	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	115	105	1	34	164	1
Future Vol, veh/h	115	105	1	34	164	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	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	125	114	1	37	178	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	239	0	221
Stage 1	-	-	-	-	182
Stage 2	-	-	-	-	39
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	-	-	1328	-	767
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	983
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1328	-	766
Mov Cap-2 Maneuver	-	-	-	-	766
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	982

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	767	-	-	1328	-
HCM Lane V/C Ratio	0.234	-	-	0.001	-
HCM Control Delay (s)	11.1	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (vph)	14	87	160	1	1	4
Future Volume (vph)	14	87	160	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.892	
Flt Protected		0.993			0.990	
Satd. Flow (prot)	0	1850	1861	0	1645	0
Flt Permitted		0.993			0.990	
Satd. Flow (perm)	0	1850	1861	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	95	174	1	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	110	175	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	14	87	160	1	1	4
Future Vol, veh/h	14	87	160	1	1	4
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	15	95	174	1	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	175	0	-	0	300 175
Stage 1	-	-	-	-	175 -
Stage 2	-	-	-	-	125 -
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	1401	-	-	-	691 868
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	901 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1401	-	-	-	683 868
Mov Cap-2 Maneuver	-	-	-	-	683 -
Stage 1	-	-	-	-	846 -
Stage 2	-	-	-	-	901 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	823
HCM Lane V/C Ratio	0.011	-	-	-	0.007
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2023 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	81	158	1	1	2
Future Volume (vph)	7	81	158	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.910	
Flt Protected		0.996			0.984	
Satd. Flow (prot)	0	1855	1861	0	1668	0
Flt Permitted		0.996			0.984	
Satd. Flow (perm)	0	1855	1861	0	1668	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	88	172	1	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	96	173	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	7	81	158	1	1	2
Future Vol, veh/h	7	81	158	1	1	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	-	-	-	-	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	8	88	172	1	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	173	0	-	0	277 173
Stage 1	-	-	-	-	173 -
Stage 2	-	-	-	-	104 -
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	1404	-	-	-	713 871
Stage 1	-	-	-	-	857 -
Stage 2	-	-	-	-	920 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1404	-	-	-	709 871
Mov Cap-2 Maneuver	-	-	-	-	709 -
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	920 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1404	-	-	-	809
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings  
 1: Sprinkle Rd & US 290 WB FR

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	70	859	82	120	304	0	0	486	177
Future Volume (vph)	0	0	0	70	859	82	120	304	0	0	486	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		150
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.987							0.960
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4876	0	1719	3438	0	0	3301	0
Flt Permitted				0.950			0.128					
Satd. Flow (perm)	0	0	0	1719	4876	0	232	3438	0	0	3301	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13							34
Link Speed (mph)		55			55			40				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			4.4				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	77	944	90	136	345	0	0	648	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	77	1034	0	136	345	0	0	884	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Lanes, Volumes, Timings  
1: Sprinkle Rd & US 290 WB FR

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								28.0
Total Split (%)				12.9%								20.0%
Maximum Green (s)				10.5								22.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.5	55.5		66.0	43.5				31.3
Actuated g/C Ratio				0.08	0.40		0.47	0.31				0.22
v/c Ratio				0.60	0.53		0.28	0.32				1.16
Control Delay				82.5	33.1		2.6	4.1				131.4
Queue Delay				0.0	0.0		0.8	0.5				0.0
Total Delay				82.5	33.1		3.4	4.6				131.4
LOS				F	C		A	A				F
Approach Delay					36.6			4.3				131.4
Approach LOS					D			A				F
Queue Length 50th (ft)				69	258		1	5				~496
Queue Length 95th (ft)				#133	304		1	5				#461
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				128	1940		487	1060				763
Starvation Cap Reductn				0	0		165	367				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.60	0.53		0.42	0.50				1.16

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 64.1      Intersection LOS: E  
 Intersection Capacity Utilization 63.0%      ICU Level of Service B  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

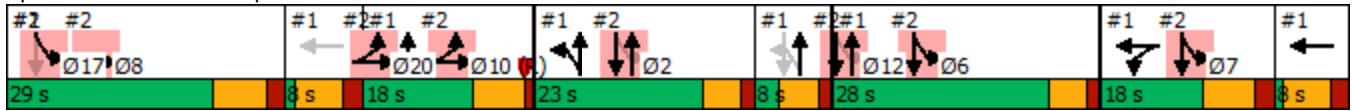
Lanes, Volumes, Timings  
 1: Sprinkle Rd & US 290 WB FR

01/14/2020

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Lanes, Volumes, Timings  
2: Sprinkle Rd & US 290 EB FR

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	198	2013	121	0	0	0	0	226	23	364	192	0
Future Volume (vph)	198	2013	121	0	0	0	0	226	23	364	192	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Fr		0.992						0.986				
Flt Protected	0.950									0.950	0.976	
Satd. Flow (prot)	3400	4996	0	0	0	0	0	4965	0	1595	3277	0
Flt Permitted	0.950									0.511	0.955	
Satd. Flow (perm)	3400	4996	0	0	0	0	0	4965	0	858	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						10				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	208	2119	127	0	0	0	0	279	28	433	229	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	208	2246	0	0	0	0	0	307	0	216	446	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Lanes, Volumes, Timings  
2: Sprinkle Rd & US 290 EB FR

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	19.5	47.5						25.5		74.0	74.0	
Actuated g/C Ratio	0.14	0.34						0.18		0.53	0.53	
v/c Ratio	0.44	1.32						0.34		0.31	0.26	
Control Delay	58.5	186.5						49.4		1.0	0.6	
Queue Delay	0.0	0.0						0.0		0.9	0.8	
Total Delay	58.5	186.5						49.4		1.9	1.4	
LOS	E	F						D		A	A	
Approach Delay		175.7						49.4			1.5	
Approach LOS		F						D			A	
Queue Length 50th (ft)	90	~970						87		3	3	
Queue Length 95th (ft)	132	#1062						106		m3	m3	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	473	1699						900		708	1722	
Starvation Cap Reductn	0	0						0		270	927	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.44	1.32						0.34		0.49	0.56	

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.32  
 Intersection Signal Delay: 130.7  
 Intersection LOS: F  
 Intersection Capacity Utilization 63.0%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.



Lanes, Volumes, Timings  
 2: Sprinkle Rd & US 290 EB FR

01/14/2020

Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	28.0	18.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	20%	13%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	22.5	10.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

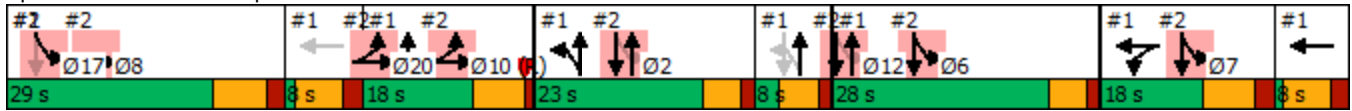
Lanes, Volumes, Timings  
 2: Sprinkle Rd & US 290 EB FR

01/14/2020

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Lanes, Volumes, Timings  
3: Cameron Rd & Ferguson Ln

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↕↕		↗	↕↕↕	
Traffic Volume (vph)	12	3	10	160	2	332	1	2103	174	258	1116	4
Future Volume (vph)	12	3	10	160	2	332	1	2103	174	258	1116	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.961			0.953		0.950			0.950		
Satd. Flow (prot)	0	1773	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.716			0.713		0.216			0.054		
Satd. Flow (perm)	0	1321	1568	0	1315	1568	398	4981	0	100	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	17	4	14	188	2	391	1	2168	179	266	1151	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	14	0	190	391	1	2347	0	266	1155	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Lanes, Volumes, Timings  
3: Cameron Rd & Ferguson Ln

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	20.5	20.5	15.5	15.5	60.0		15.5	60.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		22.1	22.1		22.1	45.4	95.8	73.6		91.4	94.8	
Actuated g/C Ratio		0.17	0.17		0.17	0.35	0.74	0.57		0.70	0.73	
v/c Ratio		0.09	0.04		0.85	0.70	0.00	0.83		0.90	0.31	
Control Delay		44.1	0.3		83.4	40.6	5.0	27.5		70.1	7.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		44.1	0.3		83.4	40.6	5.0	27.5		70.1	7.2	
LOS		D	A		F	D	A	C		E	A	
Approach Delay		26.6			54.6			27.5			19.0	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)		15	0		155	255	0	608		169	108	
Queue Length 95th (ft)		31	0		223	330	2	710		#320	187	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		269	372		268	583	447	2826		321	3669	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.08	0.04		0.71	0.67	0.00	0.83		0.83	0.31	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	28.3
Intersection LOS:	C
Intersection Capacity Utilization:	88.2%
ICU Level of Service:	E
Analysis Period (min):	15

# Lanes, Volumes, Timings

## 3: Cameron Rd & Ferguson Ln

01/14/2020

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Lanes, Volumes, Timings  
 4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	286	154	191	116	102	9	165	235	56	4	222	143
Future Volume (vph)	286	154	191	116	102	9	165	235	56	4	222	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		140	150		120	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	300			100			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.988			0.971			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1692	0	1752	1823	0	1752	1791	0	1752	1736	0
Flt Permitted	0.498			0.194			0.257			0.428		
Satd. Flow (perm)	919	1692	0	358	1823	0	474	1791	0	790	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68			4			14			37	
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		355			606			630			3438	
Travel Time (s)		6.9			13.8			12.3			67.0	
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	336	181	225	193	170	15	204	290	69	5	264	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	336	406	0	193	185	0	204	359	0	5	434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	

# Lanes, Volumes, Timings

## 4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension

01/14/2020

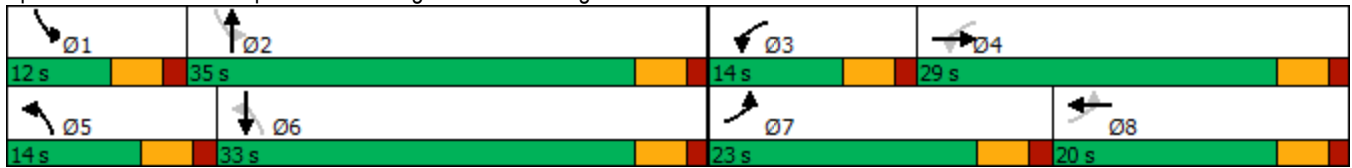


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	23.0		10.0	12.0		12.0	23.0		12.0	23.0	
Total Split (s)	23.0	29.0		14.0	20.0		14.0	35.0		12.0	33.0	
Total Split (%)	25.6%	32.2%		15.6%	22.2%		15.6%	38.9%		13.3%	36.7%	
Maximum Green (s)	18.0	24.0		9.0	15.0		9.0	30.0		7.0	28.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	29.4	20.6		29.4	14.2		31.8	34.9		36.0	23.0	
Actuated g/C Ratio	0.36	0.25		0.36	0.17		0.39	0.43		0.44	0.28	
v/c Ratio	0.69	0.85		0.69	0.58		0.63	0.46		0.01	0.84	
Control Delay	26.3	42.9		31.7	40.3		24.7	19.9		13.0	41.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.3	42.9		31.7	40.3		24.7	19.9		13.0	41.6	
LOS	C	D		C	D		C	B		B	D	
Approach Delay		35.4			35.9			21.6			41.2	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	127	175		66	92		67	125		2	204	
Queue Length 95th (ft)	192	#296		73	103		100	214		7	287	
Internal Link Dist (ft)		275			526			550			3358	
Turn Bay Length (ft)	140			150						100		
Base Capacity (vph)	544	555		287	348		330	792		434	631	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.62	0.73		0.67	0.53		0.62	0.45		0.01	0.69	

### Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	81.6
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	33.1
Intersection LOS:	C
Intersection Capacity Utilization:	72.4%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension





Lanes, Volumes, Timings  
5: Sprinkle Rd & Cameron Rd

01/14/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	355	105	235	1	1	196
Future Volume (vph)	355	105	235	1	1	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr t					0.866	
Fl t Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl t Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.88	0.88	0.78	0.78	0.81	0.81
Adj. Flow (vph)	403	119	301	1	1	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	522	302	0	243	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.8%
Analysis Period (min)	15
	ICU Level of Service B

Lanes, Volumes, Timings  
6: Springdale Rd & Cameron Rd

01/14/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	355	1	41	174	23	290
Future Volume (vph)	355	1	41	174	23	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.991	0.996	
Satd. Flow (prot)	1863	0	0	1846	1623	0
Fl <sub>t</sub> Permitted				0.991	0.996	
Satd. Flow (perm)	1863	0	0	1846	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	444	1	51	215	29	363
Shared Lane Traffic (%)						
Lane Group Flow (vph)	445	0	0	266	392	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.4%
ICU Level of Service	B
Analysis Period (min)	15

HCM 6th TWSC  
6: Springdale Rd & Cameron Rd

01/14/2020

Intersection						
Int Delay, s/veh	8.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	1	41	174	23	290
Future Vol, veh/h	355	1	41	174	23	290
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	444	1	51	215	29	363

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	445	0	762
Stage 1	-	-	-	-	445
Stage 2	-	-	-	-	317
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	-	-	1115	-	373
Stage 1	-	-	-	-	646
Stage 2	-	-	-	-	738
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1115	-	354
Mov Cap-2 Maneuver	-	-	-	-	354
Stage 1	-	-	-	-	646
Stage 2	-	-	-	-	700

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	582	-	-	1115	-
HCM Lane V/C Ratio	0.672	-	-	0.045	-
HCM Control Delay (s)	22.9	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	5.1	-	-	0.1	-

Lanes, Volumes, Timings  
7: Springdale Rd & Sprinkle Rd

01/14/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	103	235	310	41	1
Future Volume (vph)	3	103	235	310	41	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.869				0.997	
Fl <sub>t</sub> Protected	0.999			0.979		
Satd. Flow (prot)	1649	0	0	1860	1894	0
Fl <sub>t</sub> Permitted	0.999			0.979		
Satd. Flow (perm)	1649	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	110	283	373	48	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	113	0	0	656	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.2%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings  
8: Springdale Rd & Ferguson Ln

01/14/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	28	2	97	1	1	2	44	510	1	1	219	15
Future Volume (vph)	28	2	97	1	1	2	44	510	1	1	219	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932							0.991
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	3	131	4	4	8	49	567	1	1	274	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	0	16	0	0	617	0	0	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	61.6%
ICU Level of Service	B
Analysis Period (min)	15

HCM 6th Roundabout  
8: Springdale Rd & Ferguson Ln

01/14/2020

Intersection				
Intersection Delay, s/veh	6.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	172	16	617	294
Demand Flow Rate, veh/h	173	16	623	297
Vehicles Circulating, veh/h	282	660	42	57
Vehicles Exiting, veh/h	72	5	413	619
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	5.4	7.5	4.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	173	16	623	297
Cap Entry Lane, veh/h	1035	704	1322	1302
Entry HV Adj Factor	0.994	0.998	0.991	0.991
Flow Entry, veh/h	172	16	617	294
Cap Entry, veh/h	1029	702	1310	1290
V/C Ratio	0.167	0.023	0.471	0.228
Control Delay, s/veh	5.0	5.4	7.5	4.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	3	1

Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

01/14/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	1	1	22	1	1
Future Volume (vph)	59	1	1	22	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	1	1	24	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	1	1	24	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	59	1	1	22	1	1
Future Vol, veh/h	59	1	1	22	1	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	0	-	150	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	64	1	1	24	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	25
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1589
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1017	1084	-	-	1589
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1589
HCM Lane V/C Ratio	-	-	0.063	0.001	0.001
HCM Control Delay (s)	-	-	8.8	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	0



Lanes, Volumes, Timings

10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B

01/14/2020



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	1	22	19	1	59
Future Volume (vph)	52	1	22	19	1	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.937			
Flt Protected	0.953				0.950	
Satd. Flow (prot)	1772	0	1745	0	1770	1863
Flt Permitted	0.953				0.950	
Satd. Flow (perm)	1772	0	1745	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	1	24	21	1	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	45	0	1	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
	ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	1	22	19	1	59
Future Vol, veh/h	52	1	22	19	1	59
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	57	1	24	21	1	64

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	101	35	0	0	45
Stage 1	35	-	-	-	-
Stage 2	66	-	-	-	-
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	898	1038	-	-	1563
Stage 1	987	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	897	1038	-	-	1563
Mov Cap-2 Maneuver	897	-	-	-	-
Stage 1	987	-	-	-	-
Stage 2	956	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	899	1563
HCM Lane V/C Ratio	-	-	0.064	0.001
HCM Control Delay (s)	-	-	9.3	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Lanes, Volumes, Timings  
 11: Ferguson Ln & Runberg Ln Extension

01/14/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	41	173	1	111	117	1
Future Volume (vph)	41	173	1	111	117	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1660	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1660	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.81	0.81
Adj. Flow (vph)	49	206	1	121	144	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	255	0	1	121	145	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.0%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC  
 11: Ferguson Ln & Runberg Ln Extension

01/14/2020

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	41	173	1	111	117	1
Future Vol, veh/h	41	173	1	111	117	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	92	92	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	206	1	121	144	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	255	0	275 152
Stage 1	-	-	-	-	152 -
Stage 2	-	-	-	-	123 -
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	-	-	1310	-	715 894
Stage 1	-	-	-	-	876 -
Stage 2	-	-	-	-	902 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1310	-	714 894
Mov Cap-2 Maneuver	-	-	-	-	714 -
Stage 1	-	-	-	-	876 -
Stage 2	-	-	-	-	901 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	715	-	-	1310	-
HCM Lane V/C Ratio	0.204	-	-	0.001	-
HCM Control Delay (s)	11.3	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Lanes, Volumes, Timings  
12: Ferguson Ln & Driveway C

01/14/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	168	104	1	1	13
Future Volume (vph)	5	168	104	1	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	1861	1861	0	1623	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	1861	1861	0	1623	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	183	113	1	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	188	114	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	5	168	104	1	1	13
Future Vol, veh/h	5	168	104	1	1	13
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	5	183	113	1	1	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	114	0	-	0	307 114
Stage 1	-	-	-	-	114 -
Stage 2	-	-	-	-	193 -
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	1475	-	-	-	685 939
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	840 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1475	-	-	-	682 939
Mov Cap-2 Maneuver	-	-	-	-	682 -
Stage 1	-	-	-	-	907 -
Stage 2	-	-	-	-	840 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1475	-	-	-	914
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s)	7.5	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings  
13: Ferguson Ln & Driveway D

01/14/2020



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	166	98	1	1	7
Future Volume (vph)	2	166	98	1	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.880	
Flt Protected		0.999			0.994	
Satd. Flow (prot)	0	1861	1861	0	1629	0
Flt Permitted		0.999			0.994	
Satd. Flow (perm)	0	1861	1861	0	1629	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	180	107	1	1	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	182	108	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	2	166	98	1	1	7
Future Vol, veh/h	2	166	98	1	1	7
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	2	180	107	1	1	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	108	0	-	0	292 108
Stage 1	-	-	-	-	108 -
Stage 2	-	-	-	-	184 -
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	1483	-	-	-	699 946
Stage 1	-	-	-	-	916 -
Stage 2	-	-	-	-	848 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1483	-	-	-	698 946
Mov Cap-2 Maneuver	-	-	-	-	698 -
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	848 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1483	-	-	-	906
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	67	2107	88	200	384	0	0	302	253
Future Volume (vph)	0	0	0	67	2107	88	200	384	0	0	302	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.994							0.932
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4958	0	1736	3471	0	0	3235	0
Flt Permitted				0.950			0.165					
Satd. Flow (perm)	0	0	0	1736	4958	0	301	3471	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6							143
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	70	2195	92	227	436	0	0	315	264
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	70	2287	0	227	436	0	0	579	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								22.0
Total Split (%)				13.8%								16.9%
Maximum Green (s)				10.5								16.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				11.6	52.6		58.9	43.5				24.2
Actuated g/C Ratio				0.09	0.40		0.45	0.33				0.19
v/c Ratio				0.45	1.14		0.44	0.38				0.81
Control Delay				67.0	104.9		3.4	4.0				47.5
Queue Delay				0.0	0.0		1.0	0.5				0.0
Total Delay				67.0	104.9		4.4	4.4				47.5
LOS				E	F		A	A				D
Approach Delay					103.7			4.4				47.5
Approach LOS					F			A				D
Queue Length 50th (ft)				58	~837		2	6				189
Queue Length 95th (ft)				109	#931		2	8				258
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				155	2010		529	1153				744
Starvation Cap Reductn				0	0		127	331				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.45	1.14		0.56	0.53				0.78

Intersection Summary

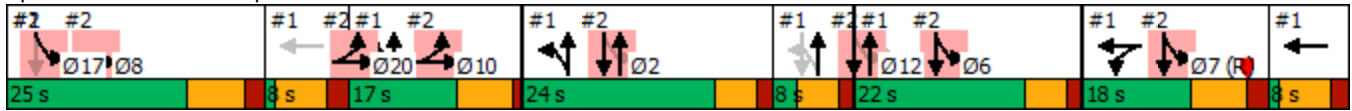
Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.14  
 Intersection Signal Delay: 76.4  
 Intersection Capacity Utilization 85.6%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service E

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	211	612	164	0	0	0	0	373	10	129	240	0
Future Volume (vph)	211	612	164	0	0	0	0	373	10	129	240	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.968						0.996				
Flt Protected	0.950									0.950	0.995	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3277	0
Flt Permitted	0.950									0.426	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	701	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	254	737	198	0	0	0	0	401	11	142	264	0
Shared Lane Traffic (%)										21%		
Lane Group Flow (vph)	254	935	0	0	0	0	0	412	0	112	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15			9	15		9	15	9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Forecasted AM



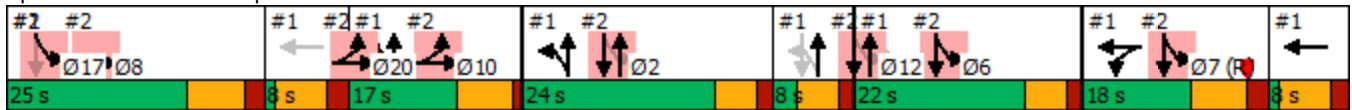
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	18.5	42.5						26.5		69.0	69.0	
Actuated g/C Ratio	0.14	0.33						0.20		0.53	0.53	
v/c Ratio	0.54	0.58						0.41		0.17	0.17	
Control Delay	56.4	35.9						46.1		3.6	3.2	
Queue Delay	0.0	0.0						0.0		0.3	0.4	
Total Delay	56.4	35.9						46.1		3.9	3.5	
LOS	E	D						D		A	A	
Approach Delay		40.2						46.1			3.6	
Approach LOS		D						D			A	
Queue Length 50th (ft)	103	226						110		9	13	
Queue Length 95th (ft)	136	245						146		m12	m15	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	474	1600						994		654	1728	
Starvation Cap Reductn	0	0						0		252	956	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.54	0.58						0.41		0.28	0.38	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.14  
 Intersection Signal Delay: 34.0  
 Intersection Capacity Utilization 85.6%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service E

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR

























Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	22.0	18.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	17%	14%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	16.5	10.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2028 Forecasted AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1	7	179	1	230	6	930	163	405	2959	11
Future Volume (vph)	4	1	7	179	1	230	6	930	163	405	2959	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.978			0.999	
Flt Protected		0.960			0.953		0.950			0.950		
Satd. Flow (prot)	0	1771	1568	0	1758	1568	1752	4925	0	1752	5031	0
Flt Permitted		0.711			0.724		0.043			0.160		
Satd. Flow (perm)	0	1312	1568	0	1336	1568	79	4925	0	295	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			63		39			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	5	1	9	213	1	274	7	1094	192	418	3051	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	9	0	214	274	7	1286	0	418	3062	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2028 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	47.6	100.4	71.4		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.37	0.77	0.55		0.74	0.76	
v/c Ratio		0.03	0.03		1.20	0.45	0.04	0.47		0.85	0.80	
Control Delay		49.8	0.1		177.1	25.3	3.7	18.5		37.7	13.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.8	0.1		177.1	25.3	3.7	18.5		37.7	13.1	
LOS		D	A		F	C	A	B		D	B	
Approach Delay		20.0			91.9			18.4			16.0	
Approach LOS		B			F			B			B	
Queue Length 50th (ft)		4	0		~217	130	1	230		185	449	
Queue Length 95th (ft)		15	0		#343	180	4	265		311	841	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		176	308		179	670	195	2723		554	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.03		1.20	0.41	0.04	0.47		0.75	0.80	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	105 (81%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.20
Intersection Signal Delay:	23.7
Intersection LOS:	C
Intersection Capacity Utilization:	96.1%
ICU Level of Service:	F
Analysis Period (min):	15





















- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Private Drwy/Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln  
2028 Forecasted AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	56	233	14	159	1	160	159	26	4	342	330
Future Volume (vph)	63	56	233	14	159	1	160	159	26	4	342	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		120	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.979			0.934	
Flt Protected		0.974			0.996		0.950					
Satd. Flow (prot)	0	1797	1568	0	1837	1568	1752	1806	0	0	1723	0
Flt Permitted		0.974			0.996		0.950					
Satd. Flow (perm)	0	1797	1568	0	1837	1568	1752	1806	0	0	1723	0
Link Speed (mph)		40			30			35			35	
Link Distance (ft)		355			1803			630			3438	
Travel Time (s)		6.1			41.0			12.3			67.0	
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	66	59	245	19	218	1	184	183	30	4	372	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	245	0	237	1	184	213	0	0	735	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	77.3%						ICU Level of Service D					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	128.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕	↕	↕			↕	
Traffic Vol, veh/h	63	56	233	14	159	1	160	159	26	4	342	330
Future Vol, veh/h	63	56	233	14	159	1	160	159	26	4	342	330
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	66	59	245	19	218	1	184	183	30	4	372	359
Number of Lanes	0	1	1	0	1	1	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	19.1	24	19.1	275.7
HCM LOS	C	C	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	53%	0%	8%	0%	1%
Vol Thru, %	0%	86%	47%	0%	92%	0%	51%
Vol Right, %	0%	14%	0%	100%	0%	100%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	185	119	233	173	1	676
LT Vol	160	0	63	0	14	0	4
Through Vol	0	159	56	0	159	0	342
RT Vol	0	26	0	233	0	1	330
Lane Flow Rate	184	213	125	245	237	1	735
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.431	0.463	0.295	0.512	0.557	0.003	1.545
Departure Headway (Hd)	9.521	8.895	9.829	8.813	9.799	9.018	7.572
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	408	368	412	372	399	485
Service Time	7.221	6.595	7.529	6.513	7.499	6.718	5.572
HCM Lane V/C Ratio	0.483	0.522	0.34	0.595	0.637	0.003	1.515
HCM Control Delay	19.2	19	16.6	20.4	24.1	11.7	275.7
HCM Lane LOS	C	C	C	C	C	B	F
HCM 95th-tile Q	2.1	2.4	1.2	2.8	3.3	0	39.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↘	↙
Traffic Volume (vph)	97	226	80	1	2	451
Future Volume (vph)	97	226	80	1	2	451
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	111	260	110	1	2	518
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	371	111	0	520	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	58.6%			ICU Level of Service B		
Analysis Period (min)	15					



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	97	1	206	450	4	43
Future Volume (vph)	97	1	206	450	4	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.877		
Flt Protected				0.985	0.996	
Satd. Flow (prot)	1861	0	0	1835	1627	0
Flt Permitted				0.985	0.996	
Satd. Flow (perm)	1861	0	0	1835	1627	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.81	0.81
Adj. Flow (vph)	109	1	231	506	5	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	110	0	0	737	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	1	206	450	4	43
Future Vol, veh/h	97	1	206	450	4	43
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	89	89	89	89	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	1	231	506	5	53

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	110	0	1078 110
Stage 1	-	-	-	-	110 -
Stage 2	-	-	-	-	968 -
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	-	-	1480	-	242 943
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	368 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1480	-	189 943
Mov Cap-2 Maneuver	-	-	-	-	189 -
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	288 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	704	-	-	1480	-
HCM Lane V/C Ratio	0.082	-	-	0.156	-
HCM Control Delay (s)	10.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.6	-





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	228	80	47	206	1
Future Volume (vph)	1	228	80	47	206	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.866			0.999		
Fl <sub>t</sub> Protected				0.970		
Satd. Flow (prot)	1629	0	0	1825	1879	0
Fl <sub>t</sub> Permitted				0.970		
Satd. Flow (perm)	1629	0	0	1825	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	265	93	55	240	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	266	0	0	148	241	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.0%
	ICU Level of Service A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2028 Forecasted AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	1	31	1	1	1	110	137	1	1	489	35
Future Volume (vph)	4	1	31	1	1	1	110	137	1	1	489	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.884			0.955						0.991	
Fl <sub>t</sub> Protected		0.995			0.984			0.978				
Satd. Flow (prot)	0	1638	0	0	1750	0	0	1822	0	0	1846	0
Fl <sub>t</sub> Permitted		0.995			0.984			0.978				
Satd. Flow (perm)	0	1638	0	0	1750	0	0	1822	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	7	2	55	4	4	4	121	151	1	1	589	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	12	0	0	273	0	0	632	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	54.6%
ICU Level of Service	A
Analysis Period (min)	15

Intersection				
Intersection Delay, s/veh	7.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	64	12	273	632
Demand Flow Rate, veh/h	65	12	278	645
Vehicles Circulating, veh/h	606	284	10	131
Vehicles Exiting, veh/h	170	4	661	165
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.8	3.6	4.4	9.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	65	12	278	645
Cap Entry Lane, veh/h	744	1033	1366	1207
Entry HV Adj Factor	0.984	0.993	0.982	0.980
Flow Entry, veh/h	64	12	273	632
Cap Entry, veh/h	732	1026	1341	1183
V/C Ratio	0.087	0.012	0.204	0.534
Control Delay, s/veh	5.8	3.6	4.4	9.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2028 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	78	949	72	133	317	0	0	478	151
Future Volume (vph)	0	0	0	78	949	72	133	317	0	0	478	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.989							0.964
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4886	0	1719	3438	0	0	3314	0
Flt Permitted				0.950			0.129					
Satd. Flow (perm)	0	0	0	1719	4886	0	233	3438	0	0	3314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10							28
Link Speed (mph)		55			55			40				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			4.4				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	86	1043	79	151	360	0	0	637	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	86	1122	0	151	360	0	0	838	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2028 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								28.0
Total Split (%)				12.9%								20.0%
Maximum Green (s)				10.5								22.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.5	55.5		66.0	43.5				31.0
Actuated g/C Ratio				0.08	0.40		0.47	0.31				0.22
v/c Ratio				0.67	0.58		0.31	0.34				1.11
Control Delay				88.1	34.2		2.7	4.2				114.8
Queue Delay				0.0	0.0		0.8	0.5				0.0
Total Delay				88.1	34.2		3.6	4.7				114.8
LOS				F	C		A	A				F
Approach Delay					38.0			4.4				114.8
Approach LOS					D			A				F
Queue Length 50th (ft)				78	287		1	5				~453
Queue Length 95th (ft)				#156	336		1	6				#424
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				128	1942		487	1054				755
Starvation Cap Reductn				0	0		153	343				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.67	0.58		0.45	0.51				1.11

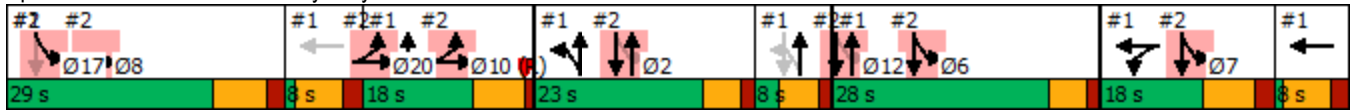
Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.46  
 Intersection Signal Delay: 56.5  
 Intersection Capacity Utilization 67.3%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service C  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Tuscany Way & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2028 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	203	2223	134	0	0	0	0	247	25	351	205	0
Future Volume (vph)	203	2223	134	0	0	0	0	247	25	351	205	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.991						0.986				
Flt Protected	0.950									0.950	0.977	
Satd. Flow (prot)	3400	4991	0	0	0	0	0	4965	0	1595	3280	0
Flt Permitted	0.950									0.480	0.955	
Satd. Flow (perm)	3400	4991	0	0	0	0	0	4965	0	806	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						11				
Link Speed (mph)		55			55			30				40
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			5.2				4.4
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	214	2340	141	0	0	0	0	305	31	418	244	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	214	2481	0	0	0	0	0	336	0	209	453	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2028 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	19.5	47.5						25.5		74.0	74.0	
Actuated g/C Ratio	0.14	0.34						0.18		0.53	0.53	
v/c Ratio	0.45	1.46						0.37		0.30	0.26	
Control Delay	58.8	245.3						49.8		1.1	0.5	
Queue Delay	0.0	0.0						0.0		0.9	0.7	
Total Delay	58.8	245.3						49.8		2.0	1.2	
LOS	E	F						D		A	A	
Approach Delay		230.5						49.8			1.5	
Approach LOS		F						D			A	
Queue Length 50th (ft)	93	~1135						95		3	3	
Queue Length 95th (ft)	136	#1223						115		m3	m2	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	473	1698						892		699	1718	
Starvation Cap Reductn	0	0						0		275	903	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.45	1.46						0.38		0.49	0.56	

Intersection Summary

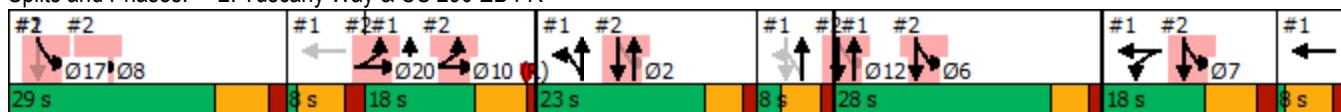
Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.46  
 Intersection Signal Delay: 173.0 Intersection LOS: F  
 Intersection Capacity Utilization 67.3% ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	28.0	18.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	20%	13%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	22.5	10.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tuscany Way & US 290 EB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2028 Forecasted PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	4	11	162	2	344	1	2322	186	277	1232	5
Future Volume (vph)	13	4	11	162	2	344	1	2322	186	277	1232	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.964			0.953		0.950			0.950		
Satd. Flow (prot)	0	1778	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.715			0.711		0.186			0.056		
Satd. Flow (perm)	0	1319	1568	0	1312	1568	343	4981	0	103	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		6.5			6.8			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	18	6	15	191	2	405	1	2394	192	286	1270	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	15	0	193	405	1	2586	0	286	1275	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Private Drwy/Ferguson Ln  
2028 Forecasted PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	17.5	17.5	15.5	15.5	30.5		15.5	30.5	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		22.4	22.4		22.4	47.0	95.5	72.0		91.1	94.5	
Actuated g/C Ratio		0.17	0.17		0.17	0.36	0.73	0.55		0.70	0.73	
v/c Ratio		0.11	0.05		0.86	0.70	0.00	0.93		0.91	0.35	
Control Delay		44.3	0.3		83.8	39.9	5.0	35.3		71.2	7.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		44.3	0.3		83.8	39.9	5.0	35.3		71.2	7.5	
LOS		D	A		F	D	A	D		E	A	
Approach Delay		27.4			54.1			35.3			19.2	
Approach LOS		C			D			D			B	
Queue Length 50th (ft)		17	0		157	260	0	768		184	125	
Queue Length 95th (ft)		34	0		226	344	2	#913		#358	212	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		268	372		267	590	412	2766		327	3658	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.04		0.72	0.69	0.00	0.93		0.87	0.35	

**Intersection Summary**

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 32.3

Intersection LOS: C

Intersection Capacity Utilization 93.8%

ICU Level of Service F

Analysis Period (min) 15




















# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Private Drwy/Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Tuscany Way/Sprinkle Rd & Ferguson Ln  
2028 Forecasted PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	156	210	25	76	3	182	259	24	25	245	158
Future Volume (vph)	316	156	210	25	76	3	182	259	24	25	245	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		120	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.987			0.950	
Flt Protected		0.968			0.988		0.950				0.997	
Satd. Flow (prot)	0	1786	1568	0	1823	1568	1752	1821	0	0	1747	0
Flt Permitted		0.968			0.988		0.950				0.997	
Satd. Flow (perm)	0	1786	1568	0	1823	1568	1752	1821	0	0	1747	0
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		355			1803			630			3438	
Travel Time (s)		6.1			30.7			12.3			67.0	
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	372	184	247	42	127	5	225	320	30	30	292	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	556	247	0	169	5	225	350	0	0	510	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	81.4%						ICU Level of Service D					
Analysis Period (min)	15											

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd/Springdale Rd & Cameron Rd  
2028 Forecasted PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↙
Traffic Volume (vph)	384	116	259	1	1	213
Future Volume (vph)	384	116	259	1	1	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	30		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	5.7		5.1	
Peak Hour Factor	0.88	0.88	0.78	0.78	0.81	0.81
Adj. Flow (vph)	436	132	332	1	1	263
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	568	333	0	264	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.3%
Analysis Period (min)	15
	ICU Level of Service C





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	384	1	45	189	25	320
Future Volume (vph)	384	1	45	189	25	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.990	0.996	
Satd. Flow (prot)	1863	0	0	1844	1623	0
Fl <sub>t</sub> Permitted				0.990	0.996	
Satd. Flow (perm)	1863	0	0	1844	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	480	1	56	233	31	400
Shared Lane Traffic (%)						
Lane Group Flow (vph)	481	0	0	289	431	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	63.9%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	11.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	384	1	45	189	25	320
Future Vol, veh/h	384	1	45	189	25	320
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	480	1	56	233	31	400

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	481	0	826
Stage 1	-	-	-	-	481
Stage 2	-	-	-	-	345
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	-	-	1082	-	342
Stage 1	-	-	-	-	622
Stage 2	-	-	-	-	717
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1082	-	322
Mov Cap-2 Maneuver	-	-	-	-	322
Stage 1	-	-	-	-	622
Stage 2	-	-	-	-	675

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	31
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	552	-	-	1082	-
HCM Lane V/C Ratio	0.781	-	-	0.051	-
HCM Control Delay (s)	31	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	7.2	-	-	0.2	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd  
2028 Forecasted PM



















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	114	259	342	45	1
Future Volume (vph)	4	114	259	342	45	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.869				0.997	
Fl <sub>t</sub> Protected	0.998			0.979		
Satd. Flow (prot)	1648	0	0	1860	1894	0
Fl <sub>t</sub> Permitted	0.998			0.979		
Satd. Flow (perm)	1648	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	121	312	412	52	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	724	53	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.9%
Analysis Period (min)	15
	ICU Level of Service A

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2028 Forecasted PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	2	108	1	1	2	49	563	1	1	241	17
Future Volume (vph)	31	2	108	1	1	2	49	563	1	1	241	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932							0.991
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	42	3	146	4	4	8	54	626	1	1	301	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	16	0	0	681	0	0	323	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	67.0%						ICU Level of Service C					
Analysis Period (min)	15											

Intersection				
Intersection Delay, s/veh	7.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	191	16	681	323
Demand Flow Rate, veh/h	192	16	688	326
Vehicles Circulating, veh/h	309	729	46	63
Vehicles Exiting, veh/h	80	5	455	682
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	5.8	8.4	5.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	192	16	688	326
Cap Entry Lane, veh/h	1007	656	1317	1294
Entry HV Adj Factor	0.995	0.998	0.989	0.991
Flow Entry, veh/h	191	16	681	323
Cap Entry, veh/h	1001	654	1303	1282
V/C Ratio	0.191	0.024	0.523	0.252
Control Delay, s/veh	5.4	5.8	8.4	5.0
LOS	A	A	A	A
95th %tile Queue, veh	1	0	3	1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	67	2107	136	200	432	0	0	318	265
Future Volume (vph)	0	0	0	67	2107	136	200	432	0	0	318	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.991							0.932
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4943	0	1736	3471	0	0	3235	0
Flt Permitted				0.950			0.163					
Satd. Flow (perm)	0	0	0	1736	4943	0	298	3471	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9							143
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	70	2195	142	227	491	0	0	331	276
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	70	2337	0	227	491	0	0	607	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								22.0
Total Split (%)				13.8%								16.9%
Maximum Green (s)				10.5								16.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				11.3	52.3		59.2	43.5				24.4
Actuated g/C Ratio				0.09	0.40		0.46	0.33				0.19
v/c Ratio				0.46	1.17		0.44	0.42				0.84
Control Delay				67.7	118.7		3.1	3.9				50.1
Queue Delay				0.0	0.0		1.1	0.5				0.0
Total Delay				67.7	118.7		4.2	4.4				50.1
LOS				E	F		A	A				D
Approach Delay					117.2			4.4				50.1
Approach LOS					F			A				D
Queue Length 50th (ft)				58	~871		1	7				203
Queue Length 95th (ft)				109	#964		2	8				#290
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				151	1994		530	1152				743
Starvation Cap Reductn				0	0		136	306				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.46	1.17		0.58	0.58				0.82

Intersection Summary

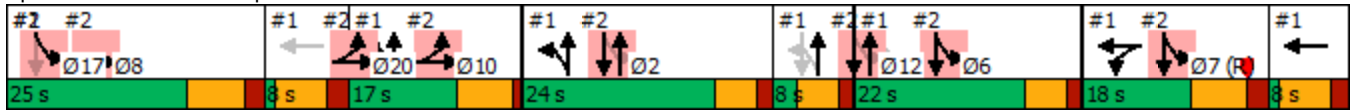
Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 135  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.17  
 Intersection Signal Delay: 84.6  
 Intersection LOS: F  
 Intersection Capacity Utilization 87.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						



Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↑↑↓						↑↑↓		↗	↖↗	
Traffic Volume (vph)	251	612	164	0	0	0	0	380	10	131	219	0
Future Volume (vph)	251	612	164	0	0	0	0	380	10	131	219	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.968						0.996				
Flt Protected	0.950									0.950	0.993	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3270	0
Flt Permitted	0.950									0.419	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	690	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	302	737	198	0	0	0	0	409	11	144	241	0
Shared Lane Traffic (%)										26%		
Lane Group Flow (vph)	302	935	0	0	0	0	0	420	0	107	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Site + Forecasted AM - No Improvements

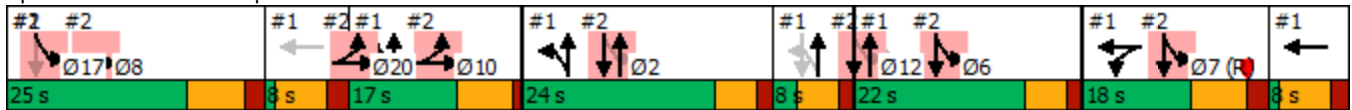


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	18.5	42.5						26.5		69.0	69.0	
Actuated g/C Ratio	0.14	0.33						0.20		0.53	0.53	
v/c Ratio	0.64	0.58						0.42		0.16	0.16	
Control Delay	59.4	35.9						46.2		2.9	2.5	
Queue Delay	0.0	0.0						0.0		0.4	0.4	
Total Delay	59.4	35.9						46.2		3.3	2.9	
LOS	E	D						D		A	A	
Approach Delay		41.6						46.2			3.0	
Approach LOS		D						D			A	
Queue Length 50th (ft)	125	226						112		7	10	
Queue Length 95th (ft)	159	245						148		m8	m10	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	474	1600						992		648	1717	
Starvation Cap Reductn	0	0						0		255	972	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.64	0.58						0.42		0.27	0.37	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 100 (77%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 135  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.17  
 Intersection Signal Delay: 35.3  
 Intersection LOS: D  
 Intersection Capacity Utilization 87.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	24.0	22.0	18.0	25.0	17.0	8.0	8.0	8.0
Total Split (%)	18%	17%	14%	19%	13%	6%	6%	6%
Maximum Green (s)	18.5	16.5	10.5	17.5	10.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↕↕↕		↖	↕↕↕	
Traffic Volume (vph)	4	1	7	183	1	236	6	930	177	425	2959	11
Future Volume (vph)	4	1	7	183	1	236	6	930	177	425	2959	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.976			0.999	
Flt Protected		0.960			0.953		0.950			0.950		
Satd. Flow (prot)	0	1771	1568	0	1758	1568	1752	4915	0	1752	5031	0
Flt Permitted		0.695			0.723		0.043			0.154		
Satd. Flow (perm)	0	1282	1568	0	1334	1568	79	4915	0	284	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			63		44			1	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		5.6			10.9			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	5	1	9	218	1	281	7	1094	208	438	3051	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	9	0	219	281	7	1302	0	438	3062	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	48.9	100.4	70.1		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.38	0.77	0.54		0.74	0.76	
v/c Ratio		0.03	0.03		1.22	0.45	0.04	0.49		0.87	0.80	
Control Delay		49.8	0.1		186.5	24.9	3.7	19.2		42.6	13.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.8	0.1		186.5	24.9	3.7	19.2		42.6	13.1	
LOS		D	A		F	C	A	B		D	B	
Approach Delay		20.0			95.7			19.2			16.8	
Approach LOS		B			F			B			B	
Queue Length 50th (ft)		4	0		~226	130	1	245		210	449	
Queue Length 95th (ft)		15	0		#352	187	4	268		#369	841	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		172	308		179	670	195	2672		547	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.03		1.22	0.42	0.04	0.49		0.80	0.80	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	105 (81%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.22
Intersection Signal Delay:	24.8
Intersection LOS:	C
Intersection Capacity Utilization:	96.4%
ICU Level of Service:	F
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.





















Splits and Phases: 3: Cameron Rd & Ferguson Ln





Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2028 Site + Forecasted AM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	90	233	42	169	3	160	159	120	11	342	330
Future Volume (vph)	63	90	233	42	169	3	160	159	120	11	342	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	150		120	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.936				0.935
Flt Protected		0.980		0.950			0.950					0.999
Satd. Flow (prot)	0	1808	1568	1752	1839	0	1752	1727	0	0	1723	0
Flt Permitted		0.980		0.950			0.950					0.999
Satd. Flow (perm)	0	1808	1568	1752	1839	0	1752	1727	0	0	1723	0
Link Speed (mph)		35			30			35				35
Link Distance (ft)		355			606			630				3438
Travel Time (s)		6.9			13.8			12.3				67.0
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	66	95	245	58	232	4	184	183	138	12	372	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	161	245	58	236	0	184	321	0	0	743	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	85.1%						ICU Level of Service E					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	145.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔		↔	↔			↔	
Traffic Vol, veh/h	63	90	233	42	169	3	160	159	120	11	342	330
Future Vol, veh/h	63	90	233	42	169	3	160	159	120	11	342	330
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	66	95	245	58	232	4	184	183	138	12	372	359
Number of Lanes	0	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	21.8	24.4	28.5	339.4
HCM LOS	C	C	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	41%	0%	100%	0%	2%
Vol Thru, %	0%	57%	59%	0%	0%	98%	50%
Vol Right, %	0%	43%	0%	100%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	279	153	233	42	172	683
LT Vol	160	0	63	0	42	0	11
Through Vol	0	159	90	0	0	169	342
RT Vol	0	120	0	233	0	3	330
Lane Flow Rate	184	321	161	245	58	236	742
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.454	0.72	0.4	0.547	0.15	0.582	1.687
Departure Headway (Hd)	10.177	9.334	10.448	9.487	10.955	10.411	8.183
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	357	391	346	383	330	349	445
Service Time	7.877	7.034	8.148	7.187	8.655	8.111	6.229
HCM Lane V/C Ratio	0.515	0.821	0.465	0.64	0.176	0.676	1.667
HCM Control Delay	21.1	32.7	19.9	23.1	15.6	26.6	339.4
HCM Lane LOS	C	D	C	C	C	D	F
HCM 95th-tile Q	2.3	5.5	1.9	3.2	0.5	3.5	43.9

Premier Logistics Park TIA  
Lanes, Volumes, Timings

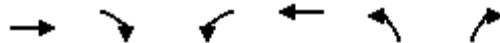
5: Sprinkle Rd & Cameron Rd  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↘
Traffic Volume (vph)	99	226	80	1	2	458
Future Volume (vph)	99	226	80	1	2	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	114	260	110	1	2	526
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	374	111	0	528	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.2%			ICU Level of Service B		
Analysis Period (min)	15					

Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Volume (vph)	99	1	206	457	4	43
Future Volume (vph)	99	1	206	457	4	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.875	
Flt Protected				0.985	0.996	
Satd. Flow (prot)	1861	0	0	1835	1623	0
Flt Permitted				0.985	0.996	
Satd. Flow (perm)	1861	0	0	1835	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.89	0.89
Adj. Flow (vph)	122	1	231	513	4	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	0	0	744	52	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.1%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	1	206	457	4	43
Future Vol, veh/h	99	1	206	457	4	43
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	81	81	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	1	231	513	4	48
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	123	0	1098	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	975	-
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	-	-	1464	-	235	928
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	366	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1464	-	183	928
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	285	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	2.5	10.7			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	689	-	-	1464	-	
HCM Lane V/C Ratio	0.077	-	-	0.158	-	
HCM Control Delay (s)	10.7	-	-	7.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.6	-	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2028 Site + Forecasted AM - No Improvements



















Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	228	80	47	206	1
Future Volume (vph)	1	228	80	47	206	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.866			0.999		
Fl <sub>t</sub> Protected				0.969		
Satd. Flow (prot)	1629	0	0	1823	1879	0
Fl <sub>t</sub> Permitted				0.969		
Satd. Flow (perm)	1629	0	0	1823	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.85	0.85	0.78	0.78	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	268	103	60	268	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	269	0	0	163	269	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.0%
	ICU Level of Service A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2028 Site + Forecasted AM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1	31	1	1	1	110	137	1	1	489	35
Future Volume (vph)	4	1	31	1	1	1	110	137	1	1	489	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.884			0.955						0.991	
Fl <sub>t</sub> Protected		0.995			0.984			0.978				
Satd. Flow (prot)	0	1638	0	0	1750	0	0	1822	0	0	1846	0
Fl <sub>t</sub> Permitted		0.995			0.984			0.978				
Satd. Flow (perm)	0	1638	0	0	1750	0	0	1822	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	7	2	55	4	4	4	121	151	1	1	589	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	12	0	0	273	0	0	632	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	54.6%						ICU Level of Service A					
Analysis Period (min)	15											













Intersection				
Intersection Delay, s/veh	7.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	64	12	273	632
Demand Flow Rate, veh/h	65	12	278	645
Vehicles Circulating, veh/h	606	284	10	131
Vehicles Exiting, veh/h	170	4	661	165
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.8	3.6	4.4	9.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	65	12	278	645
Cap Entry Lane, veh/h	744	1033	1366	1207
Entry HV Adj Factor	0.984	0.993	0.982	0.980
Flow Entry, veh/h	64	12	273	632
Cap Entry, veh/h	732	1026	1341	1183
V/C Ratio	0.087	0.012	0.204	0.534
Control Delay, s/veh	5.8	3.6	4.4	9.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3



Premier Logistics Park TIA  
Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

2028 Site + Forecasted AM - No Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	1	1	61	1	1
Future Volume (vph)	18	1	1	61	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	1	1	66	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	1	1	66	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	18	1	1	61	1	1
Future Vol, veh/h	18	1	1	61	1	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	0	-	150	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	20	1	1	66	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	67
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1535
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1017	1084	-	-	1535
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1535
HCM Lane V/C Ratio	-	-	0.019	0.001	0.001
HCM Control Delay (s)	-	-	8.6	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0

Premier Logistics Park TIA 10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B  
 Lanes, Volumes, Timings 2028 Site + Forecasted AM - No Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	1	61	54	1	18
Future Volume (vph)	16	1	61	54	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.936			
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1765	0	1744	0	1770	1863
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1765	0	1744	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	1	66	59	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	125	0	1	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized  
 Intersection Capacity Utilization 16.5% ICU Level of Service A  
 Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	1	61	54	1	18
Future Vol, veh/h	16	1	61	54	1	18
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	17	1	66	59	1	20

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	118	96	0	0	125
Stage 1	96	-	-	-	-
Stage 2	22	-	-	-	-
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	878	960	-	-	1462
Stage 1	928	-	-	-	-
Stage 2	1001	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	877	960	-	-	1462
Mov Cap-2 Maneuver	877	-	-	-	-
Stage 1	928	-	-	-	-
Stage 2	1000	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	1462
HCM Lane V/C Ratio	-	-	0.021	0.001
HCM Control Delay (s)	-	-	9.2	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	115	106	1	34	180	1
Future Volume (vph)	115	106	1	34	180	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1742	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1742	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	115	1	37	196	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	240	0	1	37	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	106	1	34	180	1
Future Vol, veh/h	115	106	1	34	180	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	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	125	115	1	37	196	1
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	240	0	222	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	39	-
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	-	-	1327	-	766	859
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1327	-	765	859
Mov Cap-2 Maneuver	-	-	-	-	765	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	982	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.2	11.3			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	765	-	-	1327	-	
HCM Lane V/C Ratio	0.257	-	-	0.001	-	
HCM Control Delay (s)	11.3	-	-	7.7	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	1	-	-	0	-	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	14	93	160	1	1	4
Future Volume (vph)	14	93	160	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.892	
Flt Protected		0.994			0.990	
Satd. Flow (prot)	0	1852	1861	0	1645	0
Flt Permitted		0.994			0.990	
Satd. Flow (perm)	0	1852	1861	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	101	174	1	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	116	175	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	14	93	160	1	1	4
Future Vol, veh/h	14	93	160	1	1	4
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	15	101	174	1	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	175	0	-	0	306 175
Stage 1	-	-	-	-	175 -
Stage 2	-	-	-	-	131 -
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	1401	-	-	-	686 868
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	895 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1401	-	-	-	678 868
Mov Cap-2 Maneuver	-	-	-	-	678 -
Stage 1	-	-	-	-	846 -
Stage 2	-	-	-	-	895 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	822
HCM Lane V/C Ratio	0.011	-	-	-	0.007
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2028 Site + Forecasted AM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	7	86	174	1	1	2
Future Volume (vph)	7	86	174	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.910	
Flt Protected		0.996			0.984	
Satd. Flow (prot)	0	1855	1861	0	1668	0
Flt Permitted		0.996			0.984	
Satd. Flow (perm)	0	1855	1861	0	1668	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	93	189	1	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	101	190	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	86	174	1	1	2
Future Vol, veh/h	7	86	174	1	1	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	-	-	-	-	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	8	93	189	1	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	190	0	-	0	299 190
Stage 1	-	-	-	-	190 -
Stage 2	-	-	-	-	109 -
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	1384	-	-	-	692 852
Stage 1	-	-	-	-	842 -
Stage 2	-	-	-	-	916 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1384	-	-	-	688 852
Mov Cap-2 Maneuver	-	-	-	-	688 -
Stage 1	-	-	-	-	837 -
Stage 2	-	-	-	-	916 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1384	-	-	-	789
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↖↖		↖	↖↖			↖↖	
Traffic Volume (vph)	0	0	0	78	949	89	133	334	0	0	530	190
Future Volume (vph)	0	0	0	78	949	89	133	334	0	0	530	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		0	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.987							0.960
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4876	0	1719	3438	0	0	3301	0
Flt Permitted				0.950			0.129					
Satd. Flow (perm)	0	0	0	1719	4876	0	233	3438	0	0	3301	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13							33
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	86	1043	98	151	380	0	0	707	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	86	1141	0	151	380	0	0	960	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA		custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20		6 12	12				12
Detector Phase				7	7 8 17		2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								28.0
Total Split (%)				12.9%								20.0%
Maximum Green (s)				10.5								22.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.5	55.5		66.0	43.5				30.9
Actuated g/C Ratio				0.08	0.40		0.47	0.31				0.22
v/c Ratio				0.67	0.59		0.31	0.36				1.27
Control Delay				88.1	34.4		2.4	4.1				175.8
Queue Delay				0.0	0.0		0.8	0.5				0.0
Total Delay				88.1	34.4		3.3	4.7				175.8
LOS				F	C		A	A				F
Approach Delay					38.1			4.3				175.8
Approach LOS					D			A				F
Queue Length 50th (ft)				78	294		1	5				~574
Queue Length 95th (ft)				#156	343		1	6				#527
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540								
Base Capacity (vph)				128	1940		487	1051				753
Starvation Cap Reductn				0	0		155	332				0
Spillback Cap Reductn				0	0		0	0				0
Storage Cap Reductn				0	0		0	0				0
Reduced v/c Ratio				0.67	0.59		0.45	0.53				1.27

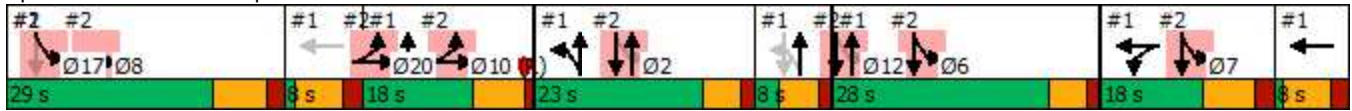
Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.46  
 Intersection Signal Delay: 80.2  
 Intersection Capacity Utilization 68.3%  
 Analysis Period (min) 15  
 Intersection LOS: F  
 ICU Level of Service C  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔						↑↑↔		↔	↔↔	
Traffic Volume (vph)	217	2223	134	0	0	0	0	249	25	396	211	0
Future Volume (vph)	217	2223	134	0	0	0	0	249	25	396	211	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.991						0.986				
Flt Protected	0.950									0.950	0.976	
Satd. Flow (prot)	3400	4991	0	0	0	0	0	4965	0	1595	3277	0
Flt Permitted	0.950									0.478	0.955	
Satd. Flow (perm)	3400	4991	0	0	0	0	0	4965	0	802	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						10				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	228	2340	141	0	0	0	0	307	31	471	251	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	228	2481	0	0	0	0	0	338	0	235	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	19.5	47.5						25.5		74.0	74.0	
Actuated g/C Ratio	0.14	0.34						0.18		0.53	0.53	
v/c Ratio	0.48	1.46						0.37		0.34	0.28	
Control Delay	59.4	245.3						50.0		1.1	0.6	
Queue Delay	0.0	0.0						0.0		1.1	1.0	
Total Delay	59.4	245.3						50.0		2.2	1.6	
LOS	E	F						D		A	A	
Approach Delay		229.7						50.0			1.8	
Approach LOS		F						D			A	
Queue Length 50th (ft)	100	~1135						97		3	3	
Queue Length 95th (ft)	144	#1223						116		m3	m3	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	473	1698						887		698	1714	
Starvation Cap Reductn	0	0						0		271	926	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.48	1.46						0.38		0.55	0.62	

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.46  
 Intersection Signal Delay: 169.9  
 Intersection Capacity Utilization 68.3%  
 Analysis Period (min) 15  
 Intersection LOS: F  
 ICU Level of Service C  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

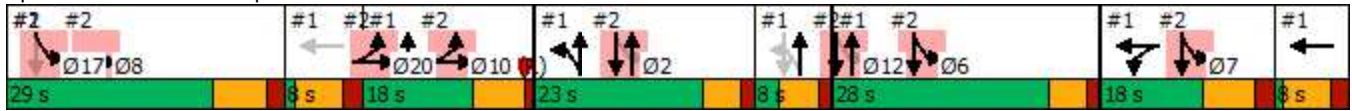


Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	23.0	28.0	18.0	29.0	18.0	8.0	8.0	8.0
Total Split (%)	16%	20%	13%	21%	13%	6%	6%	6%
Maximum Green (s)	17.5	22.5	10.5	21.5	11.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted PM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	4	11	175	2	364	1	2322	191	284	1232	5
Future Volume (vph)	13	4	11	175	2	364	1	2322	191	284	1232	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.964			0.953		0.950			0.950		
Satd. Flow (prot)	0	1778	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.701			0.711		0.185			0.056		
Satd. Flow (perm)	0	1293	1568	0	1312	1568	341	4981	0	103	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		5.6			10.9			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	18	6	15	206	2	428	1	2394	197	293	1270	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	15	0	208	428	1	2591	0	293	1275	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	17.5	17.5	15.5	15.5	30.5		15.5	30.5	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		23.4	23.4		23.4	48.1	94.5	70.9		90.1	93.5	
Actuated g/C Ratio		0.18	0.18		0.18	0.37	0.73	0.55		0.69	0.72	
v/c Ratio		0.10	0.04		0.88	0.72	0.00	0.95		0.93	0.35	
Control Delay		43.9	0.3		86.4	40.6	5.0	37.9		75.2	7.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		43.9	0.3		86.4	40.6	5.0	37.9		75.2	7.8	
LOS		D	A		F	D	A	D		E	A	
Approach Delay		27.1			55.6			37.9			20.4	
Approach LOS		C			E			D			C	
Queue Length 50th (ft)		17	0		169	281	0	771		195	133	
Queue Length 95th (ft)		34	0		#261	370	2	#917		#372	212	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		263	372		267	601	408	2722		325	3619	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.04		0.78	0.71	0.00	0.95		0.90	0.35	

Intersection Summary	
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	34.5
Intersection LOS:	C
Intersection Capacity Utilization:	95.1%
ICU Level of Service:	F
Analysis Period (min):	15




















# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2028 Site + Forecasted PM - No Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	168	210	116	109	9	182	259	58	4	245	158
Future Volume (vph)	316	168	210	116	109	9	182	259	58	4	245	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	150		120	0		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.989			0.972				0.948
Flt Protected		0.968		0.950			0.950					0.999
Satd. Flow (prot)	0	1786	1568	1752	1824	0	1752	1793	0	0	1747	0
Flt Permitted		0.968		0.950			0.950					0.999
Satd. Flow (perm)	0	1786	1568	1752	1824	0	1752	1793	0	0	1747	0
Link Speed (mph)		35			30			35				35
Link Distance (ft)		355			606			630				3438
Travel Time (s)		6.9			13.8			12.3				67.0
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	372	198	247	193	182	15	225	320	72	5	292	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	570	247	193	197	0	225	392	0	0	485	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	86.0%						ICU Level of Service E					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	127.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↗		↖	↗			↗	
Traffic Vol, veh/h	316	168	210	116	109	9	182	259	58	4	245	158
Future Vol, veh/h	316	168	210	116	109	9	182	259	58	4	245	158
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	372	198	247	193	182	15	225	320	72	5	292	188
Number of Lanes	0	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	198.8	26.7	62.7	172.1
HCM LOS	F	D	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	65%	0%	100%	0%	1%
Vol Thru, %	0%	82%	35%	0%	0%	92%	60%
Vol Right, %	0%	18%	0%	100%	0%	8%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	317	484	210	116	118	407
LT Vol	182	0	316	0	116	0	4
Through Vol	0	259	168	0	0	109	245
RT Vol	0	58	0	210	0	9	158
Lane Flow Rate	225	391	569	247	193	197	485
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.613	0.999	1.52	0.589	0.552	0.532	1.271
Departure Headway (Hd)	11.129	10.465	10.434	9.348	11.652	11.061	10.243
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	326	348	353	388	311	328	359
Service Time	8.829	8.165	8.134	7.048	9.352	8.761	8.243
HCM Lane V/C Ratio	0.69	1.124	1.612	0.637	0.621	0.601	1.351
HCM Control Delay	30	81.5	274.4	24.6	27.8	25.7	172.1
HCM Lane LOS	D	F	F	C	D	D	F
HCM 95th-tile Q	3.8	11.3	29.2	3.6	3.1	3	20.2

Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	391	116	259	1	1	216
Future Volume (vph)	391	116	259	1	1	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.88	0.88	0.78	0.78	0.81	0.81
Adj. Flow (vph)	444	132	332	1	1	267
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	576	333	0	268	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	64.9%			ICU Level of Service C		
Analysis Period (min)	15					



Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	391	1	45	192	25	320
Future Volume (vph)	391	1	45	192	25	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.991	0.996	
Satd. Flow (prot)	1863	0	0	1846	1623	0
Fl <sub>t</sub> Permitted				0.991	0.996	
Satd. Flow (perm)	1863	0	0	1846	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	489	1	56	237	31	400
Shared Lane Traffic (%)						
Lane Group Flow (vph)	490	0	0	293	431	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.4%
Analysis Period (min)	15
	ICU Level of Service C

Intersection						
Int Delay, s/veh	11.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	391	1	45	192	25	320
Future Vol, veh/h	391	1	45	192	25	320
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	1	56	237	31	400

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	490	0	839 490
Stage 1	-	-	-	-	490 -
Stage 2	-	-	-	-	349 -
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	-	-	1073	-	336 578
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	714 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1073	-	316 578
Mov Cap-2 Maneuver	-	-	-	-	316 -
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	671 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	32.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	545	-	-	1073	-
HCM Lane V/C Ratio	0.791	-	-	0.052	-
HCM Control Delay (s)	32.2	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	7.5	-	-	0.2	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	114	259	342	45	1
Future Volume (vph)	4	114	259	342	45	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.869				0.997	
Fl <sub>t</sub> Protected	0.998			0.979		
Satd. Flow (prot)	1648	0	0	1860	1894	0
Fl <sub>t</sub> Permitted	0.998			0.979		
Satd. Flow (perm)	1648	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	121	312	412	52	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	724	53	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.9%
ICU Level of Service	A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2028 Site + Forecasted PM - No Improvements















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	31	2	108	1	1	2	49	563	1	1	241	17
Future Volume (vph)	31	2	108	1	1	2	49	563	1	1	241	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932							0.991
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1615			229			546				1178
Travel Time (s)		36.7			5.2			12.4				26.8
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	42	3	146	4	4	8	54	626	1	1	301	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	16	0	0	681	0	0	323	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	67.0%
ICU Level of Service	C
Analysis Period (min)	15

Intersection				
Intersection Delay, s/veh	7.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	191	16	681	323
Demand Flow Rate, veh/h	192	16	688	326
Vehicles Circulating, veh/h	309	729	46	63
Vehicles Exiting, veh/h	80	5	455	682
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	5.8	8.4	5.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	192	16	688	326
Cap Entry Lane, veh/h	1007	656	1317	1294
Entry HV Adj Factor	0.995	0.998	0.989	0.991
Flow Entry, veh/h	191	16	681	323
Cap Entry, veh/h	1001	654	1303	1282
V/C Ratio	0.191	0.024	0.523	0.252
Control Delay, s/veh	5.4	5.8	8.4	5.0
LOS	A	A	A	A
95th %tile Queue, veh	1	0	3	1

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	1	1	22	1	1
Future Volume (vph)	59	1	1	22	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	1	1	24	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	1	1	24	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↑	↗	↙	↑
Traffic Vol, veh/h	59	1	1	22	1	1
Future Vol, veh/h	59	1	1	22	1	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	0	-	150	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	64	1	1	24	1	1

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	4	1	0	0	25	0
Stage 1	1	-	-	-	-	-
Stage 2	3	-	-	-	-	-
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	1018	1084	-	-	1589	-
Stage 1	1022	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	1017	1084	-	-	1589	-
Mov Cap-2 Maneuver	1017	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	1017	1084	1589	-
HCM Lane V/C Ratio	-	-	0.063	0.001	0.001	-
HCM Control Delay (s)	-	-	8.8	8.3	7.3	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B  
2028 Site + Forecasted PM - No Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	1	22	19	1	59
Future Volume (vph)	52	1	22	19	1	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.937			
Flt Protected	0.953				0.950	
Satd. Flow (prot)	1772	0	1745	0	1770	1863
Flt Permitted	0.953				0.950	
Satd. Flow (perm)	1772	0	1745	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	1	24	21	1	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	45	0	1	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
ICU Level of Service	A
Analysis Period (min)	15

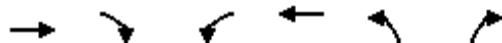


Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	52	1	22	19	1	59
Future Vol, veh/h	52	1	22	19	1	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	57	1	24	21	1	64

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	101	35	0	0	45
Stage 1	35	-	-	-	-
Stage 2	66	-	-	-	-
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	898	1038	-	-	1563
Stage 1	987	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	897	1038	-	-	1563
Mov Cap-2 Maneuver	897	-	-	-	-
Stage 1	987	-	-	-	-
Stage 2	956	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	899	1563
HCM Lane V/C Ratio	-	-	0.064	0.001
HCM Control Delay (s)	-	-	9.3	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	41	189	1	111	124	1
Future Volume (vph)	41	189	1	111	124	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1656	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1656	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.81	0.81
Adj. Flow (vph)	49	225	1	121	153	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	274	0	1	121	154	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	189	1	111	124	1
Future Vol, veh/h	41	189	1	111	124	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	92	92	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	225	1	121	153	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	274	0	285
Stage 1	-	-	-	-	162
Stage 2	-	-	-	-	123
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	-	-	1289	-	705
Stage 1	-	-	-	-	867
Stage 2	-	-	-	-	902
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1289	-	704
Mov Cap-2 Maneuver	-	-	-	-	704
Stage 1	-	-	-	-	867
Stage 2	-	-	-	-	901

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	705	-	-	1289	-
HCM Lane V/C Ratio	0.219	-	-	0.001	-
HCM Control Delay (s)	11.5	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (vph)	5	184	111	1	1	13
Future Volume (vph)	5	184	111	1	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	1861	1861	0	1623	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	1861	1861	0	1623	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	200	121	1	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	205	122	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	5	184	111	1	1	13
Future Vol, veh/h	5	184	111	1	1	13
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	5	200	121	1	1	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	122	0	-	0	332 122
Stage 1	-	-	-	-	122 -
Stage 2	-	-	-	-	210 -
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	1465	-	-	-	663 929
Stage 1	-	-	-	-	903 -
Stage 2	-	-	-	-	825 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1465	-	-	-	660 929
Mov Cap-2 Maneuver	-	-	-	-	660 -
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	825 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1465	-	-	-	903
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2028 Site + Forecasted PM - No Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	2	182	105	1	1	7
Future Volume (vph)	2	182	105	1	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.880	
Flt Protected					0.994	
Satd. Flow (prot)	0	1863	1861	0	1629	0
Flt Permitted					0.994	
Satd. Flow (perm)	0	1863	1861	0	1629	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	198	114	1	1	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	115	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	182	105	1	1	7
Future Vol, veh/h	2	182	105	1	1	7
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	2	198	114	1	1	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	115	0	-	0	317 115
Stage 1	-	-	-	-	115 -
Stage 2	-	-	-	-	202 -
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	1474	-	-	-	676 937
Stage 1	-	-	-	-	910 -
Stage 2	-	-	-	-	832 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1474	-	-	-	675 937
Mov Cap-2 Maneuver	-	-	-	-	675 -
Stage 1	-	-	-	-	908 -
Stage 2	-	-	-	-	832 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1474	-	-	-	894
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↑↑↑	↗	↙	↑↑			↑↑	
Traffic Volume (vph)	0	0	0	67	2107	136	200	432	0	0	318	265
Future Volume (vph)	0	0	0	67	2107	136	200	432	0	0	318	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		400	0		0	0		150
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.932	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1736	4988	1553	1736	3471	0	0	3235	0
Flt Permitted				0.950			0.169					
Satd. Flow (perm)	0	0	0	1736	4988	1553	309	3471	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						227						141
Link Speed (mph)		55			55			35				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			5.1				6.0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.88	0.88	0.88	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	0	0	70	2195	142	227	491	0	0	331	276
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	70	2195	142	227	491	0	0	607	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)				20	100	20	20	100				100
Trailing Detector (ft)				0	0	0	0	0				0
Detector 1 Position(ft)				0	0	0	0	0				0
Detector 1 Size(ft)				20	6	20	20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA	Perm	custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6



Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Tuscany Way & US 290 WB FR  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20	7 8 17	6 12	12				12
Detector Phase				7	7 8 17	7 8 17	2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				19.0								21.0
Total Split (%)				14.6%								16.2%
Maximum Green (s)				11.5								15.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				C-Max								Min
Act Effct Green (s)				11.6	52.6	44.6	58.9	43.5				23.8
Actuated g/C Ratio				0.09	0.40	0.34	0.45	0.33				0.18
v/c Ratio				0.45	1.09	0.21	0.43	0.42				0.86
Control Delay				66.4	86.0	0.7	3.4	3.9				52.5
Queue Delay				0.0	0.0	0.0	1.0	0.5				0.0
Total Delay				66.4	86.0	0.7	4.4	4.4				52.5
LOS				E	F	A	A	A				D
Approach Delay					80.4			4.4				52.5
Approach LOS					F			A				D
Queue Length 50th (ft)				57	~761	0	1	7				206
Queue Length 95th (ft)				108	#855	0	2	8				#303
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540		400						
Base Capacity (vph)				154	2016	681	530	1141				708
Starvation Cap Reductn				0	0	0	131	280				0
Spillback Cap Reductn				0	0	0	0	0				0
Storage Cap Reductn				0	0	0	0	0				0
Reduced v/c Ratio				0.45	1.09	0.21	0.57	0.57				0.86

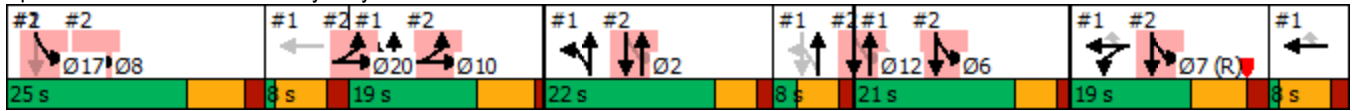
Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	107 (82%), Referenced to phase 7:WBTL, Start of Red
Natural Cycle:	125
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.09
Intersection Signal Delay:	61.2
Intersection LOS:	E
Intersection Capacity Utilization:	84.5%
ICU Level of Service:	E
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	22.0	25.0	19.0	8.0	8.0	8.0
Total Split (%)	17%	19%	15%	6%	6%	6%
Maximum Green (s)	16.5	17.5	12.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Tuscany Way & US 290 WB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↘						↑↑↘		↖	↗↖	
Traffic Volume (vph)	251	612	164	0	0	0	0	380	10	131	219	0
Future Volume (vph)	251	612	164	0	0	0	0	380	10	131	219	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		350	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.968						0.996				
Flt Protected	0.950									0.950	0.993	
Satd. Flow (prot)	3335	4782	0	0	0	0	0	4920	0	1564	3270	0
Flt Permitted	0.950									0.409	0.955	
Satd. Flow (perm)	3335	4782	0	0	0	0	0	4920	0	673	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57						3				
Link Speed (mph)		55			55			35				35
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				5.1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	302	737	198	0	0	0	0	409	11	144	241	0
Shared Lane Traffic (%)										26%		
Lane Group Flow (vph)	302	935	0	0	0	0	0	420	0	107	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Tuscany Way & US 290 EB FR  
2028 Site + Forecasted AM - With Improvements

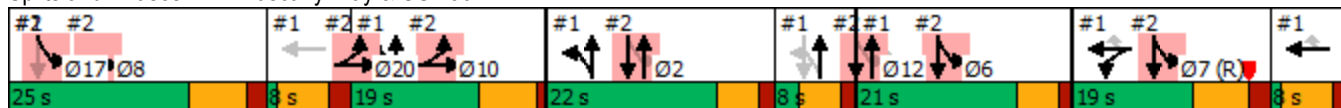


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	20.5	44.5						24.5		67.0	67.0	
Actuated g/C Ratio	0.16	0.34						0.19		0.52	0.52	
v/c Ratio	0.58	0.56						0.45		0.17	0.17	
Control Delay	55.6	34.0						48.3		3.1	2.7	
Queue Delay	0.0	0.0						0.0		0.4	0.4	
Total Delay	55.6	34.0						48.3		3.5	3.1	
LOS	E	C						D		A	A	
Approach Delay		39.3						48.3			3.2	
Approach LOS		D						D			A	
Queue Length 50th (ft)	123	219						115		8	10	
Queue Length 95th (ft)	156	238						151		m8	m10	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	525	1674						900		625	1637	
Starvation Cap Reductn	0	0						0		259	930	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.58	0.56						0.47		0.29	0.39	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 107 (82%), Referenced to phase 7:WBTL, Start of Red  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.09  
 Intersection Signal Delay: 34.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 84.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Tuscany Way & US 290 EB FR



Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	22.0	21.0	19.0	25.0	19.0	8.0	8.0	8.0
Total Split (%)	17%	16%	15%	19%	15%	6%	6%	6%
Maximum Green (s)	16.5	15.5	11.5	17.5	12.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↕↕↕		↖	↕↕↕	
Traffic Volume (vph)	4	1	7	183	1	236	6	930	177	425	2959	11
Future Volume (vph)	4	1	7	183	1	236	6	930	177	425	2959	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.976			0.999	
Flt Protected		0.960			0.953		0.950			0.950		
Satd. Flow (prot)	0	1771	1568	0	1758	1568	1752	4915	0	1752	5031	0
Flt Permitted		0.695			0.723		0.043			0.154		
Satd. Flow (perm)	0	1282	1568	0	1334	1568	79	4915	0	284	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			63		44			1	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		5.6			10.9			6.7			15.3	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	5	1	9	218	1	281	7	1094	208	438	3051	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	9	0	219	281	7	1302	0	438	3062	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	15.0	15.0	10.0	10.0	25.0		10.0	25.0	
Minimum Split (s)	50.0	50.0	50.0	50.0	50.0	35.0	15.5	60.0		35.0	60.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	35.0	16.0	72.0		35.0	91.0	
Total Split (%)	17.7%	17.7%	17.7%	17.7%	17.7%	26.9%	12.3%	55.4%		26.9%	70.0%	
Maximum Green (s)	17.5	17.5	17.5	17.5	17.5	29.5	10.5	66.5		29.5	85.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		17.5	17.5		17.5	48.9	100.4	70.1		96.0	98.4	
Actuated g/C Ratio		0.13	0.13		0.13	0.38	0.77	0.54		0.74	0.76	
v/c Ratio		0.03	0.03		1.22	0.45	0.04	0.49		0.87	0.80	
Control Delay		49.8	0.1		186.5	24.9	3.7	19.2		42.6	13.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.8	0.1		186.5	24.9	3.7	19.2		42.6	13.1	
LOS		D	A		F	C	A	B		D	B	
Approach Delay		20.0			95.7			19.2			16.8	
Approach LOS		B			F			B			B	
Queue Length 50th (ft)		4	0		~226	130	1	245		210	449	
Queue Length 95th (ft)		15	0		#352	187	4	268		#369	841	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		172	308		179	670	195	2672		547	3808	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.03	0.03		1.22	0.42	0.04	0.49		0.80	0.80	

Intersection Summary	
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.22
Intersection Signal Delay:	24.8
Intersection LOS:	C
Intersection Capacity Utilization:	96.4%
ICU Level of Service:	F
Analysis Period (min):	15

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



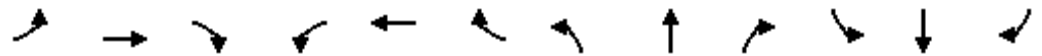
Premier Logistics Park TIA 4: Tuscany Way/Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
 Lanes, Volumes, Timings

2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	90	233	42	169	3	160	159	120	11	342	330
Future Volume (vph)	63	90	233	42	169	3	160	159	120	11	342	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		140	150		120	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	300			100			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.892			0.997			0.936				0.926
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1645	0	1752	1839	0	1752	1727	0	1752	1708	0
Flt Permitted	0.387			0.229			0.101			0.473		
Satd. Flow (perm)	714	1645	0	422	1839	0	186	1727	0	873	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		128			1			54				69
Link Speed (mph)		35			30			35				35
Link Distance (ft)		355			606			630				3438
Travel Time (s)		6.9			13.8			12.3				67.0
Peak Hour Factor	0.95	0.95	0.95	0.73	0.73	0.73	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	66	95	245	58	232	4	184	183	138	12	372	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	340	0	58	236	0	184	321	0	12	731	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	12.0	22.0		12.0	22.0		12.0	44.0		12.0	44.0	
Total Split (%)	13.3%	24.4%		13.3%	24.4%		13.3%	48.9%		13.3%	48.9%	
Maximum Green (s)	7.5	17.5		7.5	17.5		7.5	39.5		7.5	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	25.0	17.5		25.0	17.5		47.0	39.5		47.0	39.5	
Actuated g/C Ratio	0.28	0.19		0.28	0.19		0.52	0.44		0.52	0.44	

Premier Logistics Park TIA 4: Tuscany Way/Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
 Lanes, Volumes, Timings 2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.23	0.81		0.25	0.66		0.81	0.41		0.02	0.93	
Control Delay	23.6	37.7		24.2	43.3		44.6	16.0		8.5	41.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.6	37.7		24.2	43.3		44.6	16.0		8.5	41.8	
LOS	C	D		C	D		D	B		A	D	
Approach Delay		35.4			39.5			26.4			41.3	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	26	117		23	124		51	98		3	353	
Queue Length 95th (ft)	56	#257		40	158		#153	158		10	#597	
Internal Link Dist (ft)		275			526			550			3358	
Turn Bay Length (ft)	140			150						100		
Base Capacity (vph)	284	422		228	358		227	788		529	788	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.23	0.81		0.25	0.66		0.81	0.41		0.02	0.93	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 35.9

Intersection LOS: D

Intersection Capacity Utilization 85.3%

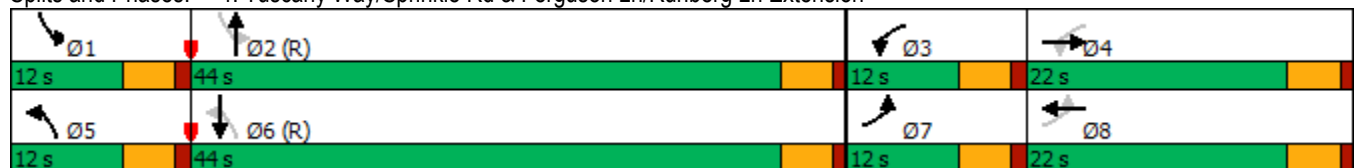
ICU Level of Service E

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Tuscany Way/Sprinkle Rd & Ferguson Ln/Runberg Ln Extension



Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	99	226	80	1	2	458
Future Volume (vph)	99	226	80	1	2	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.866	
Flt Protected		0.985				
Satd. Flow (prot)	0	1835	1861	0	1613	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1835	1861	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.87	0.87	0.73	0.73	0.87	0.87
Adj. Flow (vph)	114	260	110	1	2	526
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	374	111	0	528	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.2%			ICU Level of Service B		
Analysis Period (min)	15					

Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	99	1	206	457	4	43
Future Volume (vph)	99	1	206	457	4	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.875		
Flt Protected				0.985	0.996	
Satd. Flow (prot)	1861	0	0	1835	1623	0
Flt Permitted				0.985	0.996	
Satd. Flow (perm)	1861	0	0	1835	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.89	0.89
Adj. Flow (vph)	122	1	231	513	4	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	0	0	744	52	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	1	206	457	4	43
Future Vol, veh/h	99	1	206	457	4	43
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	81	81	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	1	231	513	4	48

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	123	0	1098
Stage 1	-	-	-	-	123
Stage 2	-	-	-	-	975
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	-	-	1464	-	235
Stage 1	-	-	-	-	902
Stage 2	-	-	-	-	366
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1464	-	183
Mov Cap-2 Maneuver	-	-	-	-	183
Stage 1	-	-	-	-	902
Stage 2	-	-	-	-	285

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	689	-	-	1464	-
HCM Lane V/C Ratio	0.077	-	-	0.158	-
HCM Control Delay (s)	10.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.6	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	228	80	47	206	1
Future Volume (vph)	1	228	80	47	206	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.866			0.999		
Fl <sub>t</sub> Protected				0.969		
Satd. Flow (prot)	1629	0	0	1823	1879	0
Fl <sub>t</sub> Permitted				0.969		
Satd. Flow (perm)	1629	0	0	1823	1879	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.85	0.85	0.78	0.78	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	268	103	60	268	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	269	0	0	163	269	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.0% ICU Level of Service A
Analysis Period (min)	15



Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2028 Site + Forecasted AM - With Improvements













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1	31	1	1	1	110	137	1	1	489	35
Future Volume (vph)	4	1	31	1	1	1	110	137	1	1	489	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.884			0.955						0.991	
Fl <sub>t</sub> Protected		0.995			0.984			0.978				
Satd. Flow (prot)	0	1638	0	0	1750	0	0	1822	0	0	1846	0
Fl <sub>t</sub> Permitted		0.995			0.984			0.978				
Satd. Flow (perm)	0	1638	0	0	1750	0	0	1822	0	0	1846	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			229			546			1178	
Travel Time (s)		36.7			5.2			12.4			26.8	
Peak Hour Factor	0.56	0.56	0.56	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	7	2	55	4	4	4	121	151	1	1	589	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	12	0	0	273	0	0	632	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	54.6%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection				
Intersection Delay, s/veh	7.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	64	12	273	632
Demand Flow Rate, veh/h	65	12	278	645
Vehicles Circulating, veh/h	606	284	10	131
Vehicles Exiting, veh/h	170	4	661	165
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.8	3.6	4.4	9.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	65	12	278	645
Cap Entry Lane, veh/h	744	1033	1366	1207
Entry HV Adj Factor	0.984	0.993	0.982	0.980
Flow Entry, veh/h	64	12	273	632
Cap Entry, veh/h	732	1026	1341	1183
V/C Ratio	0.087	0.012	0.204	0.534
Control Delay, s/veh	5.8	3.6	4.4	9.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	3

Premier Logistics Park TIA  
Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

2028 Site + Forecasted AM - With Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	1	1	61	1	1
Future Volume (vph)	18	1	1	61	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	1	1	66	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	1	1	66	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	1	1	61	1	1
Future Vol, veh/h	18	1	1	61	1	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	0	-	150	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	20	1	1	66	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	67
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1535
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	1017	1084	-	-	1535
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1535
HCM Lane V/C Ratio	-	-	0.019	0.001	0.001
HCM Control Delay (s)	-	-	8.6	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B  
2028 Site + Forecasted AM - With Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	1	61	54	1	18
Future Volume (vph)	16	1	61	54	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992		0.936			
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1765	0	1744	0	1770	1863
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1765	0	1744	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	1	66	59	1	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	125	0	1	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	16	1	61	54	1	18
Future Vol, veh/h	16	1	61	54	1	18
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	17	1	66	59	1	20

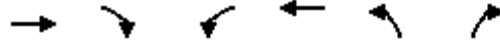
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	118	96	0	0	125
Stage 1	96	-	-	-	-
Stage 2	22	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	878	960	-	-	1462
Stage 1	928	-	-	-	-
Stage 2	1001	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	877	960	-	-	1462
Mov Cap-2 Maneuver	877	-	-	-	-
Stage 1	928	-	-	-	-
Stage 2	1000	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	1462
HCM Lane V/C Ratio	-	-	0.021	0.001
HCM Control Delay (s)	-	-	9.2	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

11: Ferguson Ln & Runberg Ln Extension  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	115	106	1	34	180	1
Future Volume (vph)	115	106	1	34	180	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1742	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1742	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	115	1	37	196	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	240	0	1	37	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	106	1	34	180	1
Future Vol, veh/h	115	106	1	34	180	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	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	125	115	1	37	196	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	240	0	222 183
Stage 1	-	-	-	-	183 -
Stage 2	-	-	-	-	39 -
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	-	-	1327	-	766 859
Stage 1	-	-	-	-	848 -
Stage 2	-	-	-	-	983 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1327	-	765 859
Mov Cap-2 Maneuver	-	-	-	-	765 -
Stage 1	-	-	-	-	848 -
Stage 2	-	-	-	-	982 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	765	-	-	1327	-
HCM Lane V/C Ratio	0.257	-	-	0.001	-
HCM Control Delay (s)	11.3	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0	-



Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	14	93	160	1	1	4
Future Volume (vph)	14	93	160	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.892	
Flt Protected		0.994			0.990	
Satd. Flow (prot)	0	1852	1861	0	1645	0
Flt Permitted		0.994			0.990	
Satd. Flow (perm)	0	1852	1861	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	101	174	1	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	116	175	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	14	93	160	1	1	4
Future Vol, veh/h	14	93	160	1	1	4
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	15	101	174	1	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	175	0	-	0	306 175
Stage 1	-	-	-	-	175 -
Stage 2	-	-	-	-	131 -
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	1401	-	-	-	686 868
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	895 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1401	-	-	-	678 868
Mov Cap-2 Maneuver	-	-	-	-	678 -
Stage 1	-	-	-	-	846 -
Stage 2	-	-	-	-	895 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	822
HCM Lane V/C Ratio	0.011	-	-	-	0.007
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2028 Site + Forecasted AM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	7	86	174	1	1	2
Future Volume (vph)	7	86	174	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.910	
Flt Protected		0.996			0.984	
Satd. Flow (prot)	0	1855	1861	0	1668	0
Flt Permitted		0.996			0.984	
Satd. Flow (perm)	0	1855	1861	0	1668	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	93	189	1	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	101	190	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	86	174	1	1	2
Future Vol, veh/h	7	86	174	1	1	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	-	-	-	-	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	8	93	189	1	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	190	0	-	0	299 190
Stage 1	-	-	-	-	190 -
Stage 2	-	-	-	-	109 -
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	1384	-	-	-	692 852
Stage 1	-	-	-	-	842 -
Stage 2	-	-	-	-	916 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1384	-	-	-	688 852
Mov Cap-2 Maneuver	-	-	-	-	688 -
Stage 1	-	-	-	-	837 -
Stage 2	-	-	-	-	916 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1384	-	-	-	789
HCM Lane V/C Ratio	0.005	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↑↑↑	↗	↙	↑↑			↑↑	
Traffic Volume (vph)	0	0	0	78	949	89	133	334	0	0	530	190
Future Volume (vph)	0	0	0	78	949	89	133	334	0	0	530	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	540		400	0		0	0		150
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			200			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.960	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1719	4940	1538	1719	3438	0	0	3301	0
Flt Permitted				0.950			0.113					
Satd. Flow (perm)	0	0	0	1719	4940	1538	204	3438	0	0	3301	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						210						35
Link Speed (mph)		55			55			40				40
Link Distance (ft)		907			1381			260				350
Travel Time (s)		11.2			17.1			4.4				6.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	86	1043	98	151	380	0	0	707	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	86	1043	98	151	380	0	0	960	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)				20	100	20	20	100				100
Trailing Detector (ft)				0	0	0	0	0				0
Detector 1 Position(ft)				0	0	0	0	0				0
Detector 1 Size(ft)				20	6	20	20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Prot	NA	Perm	custom	NA				NA
Protected Phases				7	7 8 17		2 10	2 10 12				6

Premier Logistics Park TIA  
Lanes, Volumes, Timings

1: Sprinkle Rd & US 290 WB FR  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases					20	7 8 17	6 12	12				12
Detector Phase				7	7 8 17	7 8 17	2 10	2 10 12				6
Switch Phase												
Minimum Initial (s)				4.0								8.0
Minimum Split (s)				17.5								17.5
Total Split (s)				18.0								33.0
Total Split (%)				12.9%								23.6%
Maximum Green (s)				10.5								27.5
Yellow Time (s)				5.5								4.0
All-Red Time (s)				2.0								1.5
Lost Time Adjust (s)				0.0								0.0
Total Lost Time (s)				7.5								5.5
Lead/Lag				Lead								
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)				3.0								3.0
Recall Mode				None								Min
Act Effct Green (s)				10.5	50.5	42.5	71.0	43.5				35.5
Actuated g/C Ratio				0.08	0.36	0.30	0.51	0.31				0.25
v/c Ratio				0.67	0.59	0.16	0.31	0.36				1.11
Control Delay				88.1	37.9	0.6	3.3	4.1				112.1
Queue Delay				0.0	0.0	0.0	0.2	0.4				0.0
Total Delay				88.1	37.9	0.6	3.5	4.5				112.1
LOS				F	D	A	A	A				F
Approach Delay					38.4			4.2				112.1
Approach LOS					D			A				F
Queue Length 50th (ft)				78	280	0	1	5				~513
Queue Length 95th (ft)				#156	329	0	1	6				#467
Internal Link Dist (ft)		827			1301			180				270
Turn Bay Length (ft)				540		400						
Base Capacity (vph)				128	1781	613	487	1068				863
Starvation Cap Reductn				0	0	0	59	295				0
Spillback Cap Reductn				0	0	0	0	0				0
Storage Cap Reductn				0	0	0	0	0				0
Reduced v/c Ratio				0.67	0.59	0.16	0.35	0.49				1.11

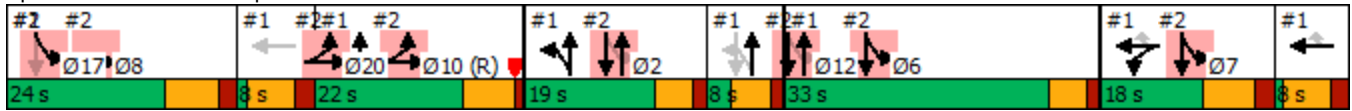
Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.49  
 Intersection Signal Delay: 57.8  
 Intersection LOS: E  
 Intersection Capacity Utilization 68.3%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	19.0	24.0	22.0	8.0	8.0	8.0
Total Split (%)	14%	17%	16%	6%	6%	6%
Maximum Green (s)	13.5	16.5	15.5	2.5	1.0	1.0
Yellow Time (s)	4.0	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	Min	Min	Min
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sprinkle Rd & US 290 WB FR





Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑						↑↑↑		↔	↔↔	
Traffic Volume (vph)	217	2223	134	0	0	0	0	249	25	396	211	0
Future Volume (vph)	217	2223	134	0	0	0	0	249	25	396	211	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	645		0	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	1		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frnt		0.991						0.986				
Flt Protected	0.950									0.950	0.976	
Satd. Flow (prot)	3400	4991	0	0	0	0	0	4965	0	1595	3277	0
Flt Permitted	0.950									0.459	0.955	
Satd. Flow (perm)	3400	4991	0	0	0	0	0	4965	0	770	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						10				
Link Speed (mph)		55			55			35				40
Link Distance (ft)		901			1225			228				260
Travel Time (s)		11.2			15.2			4.4				4.4
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	228	2340	141	0	0	0	0	307	31	471	251	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	228	2481	0	0	0	0	0	338	0	235	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Prot	NA						NA		D.P+P	NA	
Protected Phases	10 20	8 10 20						2 12		6 7 17	2 6 7 12	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

2: Sprinkle Rd & US 290 EB FR  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										2 12	17	
Detector Phase	10 20	8 10 20						2 12		6 7 17	2 6 7 12	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	23.5	46.5						21.5		75.0	75.0	
Actuated g/C Ratio	0.17	0.33						0.15		0.54	0.54	
v/c Ratio	0.40	1.49						0.44		0.32	0.28	
Control Delay	54.4	259.1						54.2		1.0	0.6	
Queue Delay	0.0	0.0						0.0		1.2	0.7	
Total Delay	54.4	259.1						54.2		2.2	1.2	
LOS	D	F						D		A	A	
Approach Delay		241.9						54.2			1.6	
Approach LOS		F						D			A	
Queue Length 50th (ft)	96	~1148						100		3	3	
Queue Length 95th (ft)	139	#1236						120		m3	m3	
Internal Link Dist (ft)		821			1145			148			180	
Turn Bay Length (ft)	645											
Base Capacity (vph)	570	1662						770		727	1754	
Starvation Cap Reductn	0	0						0		304	890	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.40	1.49						0.44		0.56	0.56	

Intersection Summary

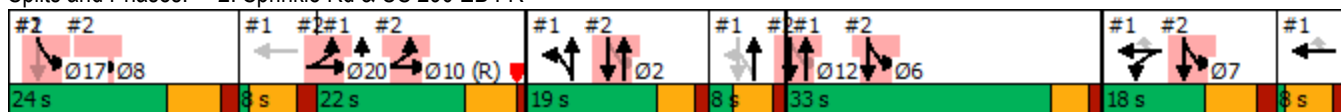
Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 81 (58%), Referenced to phase 10:NBTL, Start of Red  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.49  
 Intersection Signal Delay: 179.0  
 Intersection Capacity Utilization 68.3%  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø6	Ø7	Ø8	Ø10	Ø12	Ø17	Ø20
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	8.0	8.0	4.0	8.0	6.0	2.0	1.0	1.0
Minimum Split (s)	17.5	17.5	17.5	19.5	16.5	7.5	8.0	8.0
Total Split (s)	19.0	33.0	18.0	24.0	22.0	8.0	8.0	8.0
Total Split (%)	14%	24%	13%	17%	16%	6%	6%	6%
Maximum Green (s)	13.5	27.5	10.5	16.5	15.5	2.5	1.0	1.0
Yellow Time (s)	4.0	4.0	5.5	5.5	5.5	4.0	5.0	5.0
All-Red Time (s)	1.5	1.5	2.0	2.0	1.0	1.5	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	C-Max	Min	Min	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)								
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								
Intersection Summary								

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Sprinkle Rd & US 290 EB FR



Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted PM - With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	4	11	175	2	364	1	2322	191	284	1232	5
Future Volume (vph)	13	4	11	175	2	364	1	2322	191	284	1232	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		180	200		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected		0.964			0.953		0.950			0.950		
Satd. Flow (prot)	0	1778	1568	0	1758	1568	1752	4981	0	1752	5031	0
Flt Permitted		0.701			0.711		0.185			0.056		
Satd. Flow (perm)	0	1293	1568	0	1312	1568	341	4981	0	103	5031	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			21		15			1	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		285			401			443			1007	
Travel Time (s)		5.6			10.9			6.7			15.3	
Peak Hour Factor	0.72	0.72	0.72	0.85	0.85	0.85	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	18	6	15	206	2	428	1	2394	197	293	1270	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	15	0	208	428	1	2591	0	293	1275	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			17			17	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	1	5	2		1	6	

Premier Logistics Park TIA  
Lanes, Volumes, Timings

3: Cameron Rd & Ferguson Ln  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	37.5	37.5	37.5	17.5	17.5	15.5	15.5	30.5		15.5	30.5	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	25.0	20.0	73.0		25.0	78.0	
Total Split (%)	24.6%	24.6%	24.6%	24.6%	24.6%	19.2%	15.4%	56.2%		19.2%	60.0%	
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5	19.5	14.5	67.5		19.5	72.5	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.0	2.0		1.5	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0	10.0					8.0			7.0	
Flash Dont Walk (s)	22.0	22.0	22.0					16.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		23.4	23.4		23.4	48.1	94.5	70.9		90.1	93.5	
Actuated g/C Ratio		0.18	0.18		0.18	0.37	0.73	0.55		0.69	0.72	
v/c Ratio		0.10	0.04		0.88	0.72	0.00	0.95		0.93	0.35	
Control Delay		43.9	0.3		86.4	40.6	5.0	37.9		75.2	7.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		43.9	0.3		86.4	40.6	5.0	37.9		75.2	7.8	
LOS		D	A		F	D	A	D		E	A	
Approach Delay		27.1			55.6			37.9			20.4	
Approach LOS		C			E			D			C	
Queue Length 50th (ft)		17	0		169	281	0	771		195	133	
Queue Length 95th (ft)		34	0		#261	370	2	#917		#372	212	
Internal Link Dist (ft)		205			321			363			927	
Turn Bay Length (ft)						180	200			215		
Base Capacity (vph)		263	372		267	601	408	2722		325	3619	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.04		0.78	0.71	0.00	0.95		0.90	0.35	

Intersection Summary	
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	24 (18%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	34.5
Intersection LOS:	C
Intersection Capacity Utilization:	95.1%
ICU Level of Service:	F
Analysis Period (min):	15





















# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Cameron Rd & Ferguson Ln



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2028 Site + Forecasted PM - With Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	168	210	116	109	9	182	259	58	4	245	158
Future Volume (vph)	316	168	210	116	109	9	182	259	58	4	245	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		140	150		120	0		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	300			100			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.917			0.989			0.972			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1692	0	1752	1824	0	1752	1793	0	1752	1736	0
Flt Permitted	0.493			0.183			0.225			0.396		
Satd. Flow (perm)	909	1692	0	338	1824	0	415	1793	0	730	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		67			4			14			39	
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		355			606			630			3438	
Travel Time (s)		6.9			13.8			12.3			67.0	
Peak Hour Factor	0.85	0.85	0.85	0.60	0.60	0.60	0.81	0.81	0.81	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	372	198	247	193	182	15	225	320	72	5	292	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	372	445	0	193	197	0	225	392	0	5	480	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	



Premier Logistics Park TIA  
Lanes, Volumes, Timings

4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension  
2028 Site + Forecasted PM - With Improvements



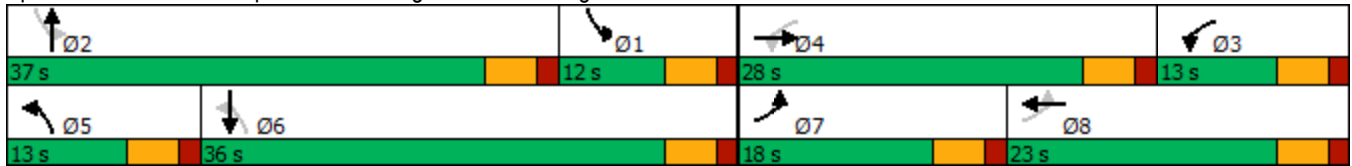
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	23.0		12.0	23.0		12.0	23.0		12.0	23.0	
Total Split (s)	18.0	28.0		13.0	23.0		13.0	37.0		12.0	36.0	
Total Split (%)	20.0%	31.1%		14.4%	25.6%		14.4%	41.1%		13.3%	40.0%	
Maximum Green (s)	13.0	23.0		8.0	18.0		8.0	32.0		7.0	31.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	29.8	21.9		29.8	16.7		33.7	36.5		37.8	25.6	
Actuated g/C Ratio	0.36	0.26		0.36	0.20		0.40	0.44		0.45	0.31	
v/c Ratio	0.82	0.90		0.77	0.54		0.76	0.50		0.01	0.86	
Control Delay	37.5	50.3		51.1	36.5		33.8	20.1		12.2	41.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.5	50.3		51.1	36.5		33.8	20.1		12.2	41.5	
LOS	D	D		D	D		C	C		B	D	
Approach Delay		44.4			43.7			25.1			41.2	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	147	202		67	94		72	134		1	222	
Queue Length 95th (ft)	#265	#357		76	104		#111	232		7	309	
Internal Link Dist (ft)		275			526			550			3358	
Turn Bay Length (ft)	140			150						100		
Base Capacity (vph)	456	518		258	399		296	802		416	673	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.82	0.86		0.75	0.49		0.76	0.49		0.01	0.71	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	83.6
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	38.5
Intersection LOS:	D
Intersection Capacity Utilization:	77.4%
ICU Level of Service:	D
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	

Queue shown is maximum after two cycles.

Splits and Phases: 4: Sprinkle Rd & Ferguson Ln/Runberg Ln Extension



Premier Logistics Park TIA  
Lanes, Volumes, Timings

5: Sprinkle Rd & Cameron Rd  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	391	116	259	1	1	216
Future Volume (vph)	391	116	259	1	1	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.866	
Fl <sub>t</sub> Protected		0.963				
Satd. Flow (prot)	0	1794	1863	0	1613	0
Fl <sub>t</sub> Permitted		0.963				
Satd. Flow (perm)	0	1794	1863	0	1613	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		951	251		226	
Travel Time (s)		18.5	4.9		5.1	
Peak Hour Factor	0.88	0.88	0.78	0.78	0.81	0.81
Adj. Flow (vph)	444	132	332	1	1	267
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	576	333	0	268	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Yield		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	64.9%			ICU Level of Service C		
Analysis Period (min)	15					

Premier Logistics Park TIA  
Lanes, Volumes, Timings

6: Springdale Rd & Cameron Rd  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	391	1	45	192	25	320
Future Volume (vph)	391	1	45	192	25	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.875	
Fl <sub>t</sub> Protected				0.991	0.996	
Satd. Flow (prot)	1863	0	0	1846	1623	0
Fl <sub>t</sub> Permitted				0.991	0.996	
Satd. Flow (perm)	1863	0	0	1846	1623	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	226			426	188	
Travel Time (s)	4.4			7.3	4.3	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.80	0.80
Adj. Flow (vph)	489	1	56	237	31	400
Shared Lane Traffic (%)						
Lane Group Flow (vph)	490	0	0	293	431	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.4%
ICU Level of Service	C
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	11.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	391	1	45	192	25	320
Future Vol, veh/h	391	1	45	192	25	320
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	80	80	81	81	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	1	56	237	31	400

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	490	0	839 490
Stage 1	-	-	-	-	490 -
Stage 2	-	-	-	-	349 -
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	-	-	1073	-	336 578
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	714 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1073	-	316 578
Mov Cap-2 Maneuver	-	-	-	-	316 -
Stage 1	-	-	-	-	616 -
Stage 2	-	-	-	-	671 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	32.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	545	-	-	1073	-
HCM Lane V/C Ratio	0.791	-	-	0.052	-
HCM Control Delay (s)	32.2	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	7.5	-	-	0.2	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

7: Springdale Rd & Sprinkle Rd  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	114	259	342	45	1
Future Volume (vph)	4	114	259	342	45	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.869				0.997	
Fl <sub>t</sub> Protected	0.998			0.979		
Satd. Flow (prot)	1648	0	0	1860	1894	0
Fl <sub>t</sub> Permitted	0.998			0.979		
Satd. Flow (perm)	1648	0	0	1860	1894	0
Link Speed (mph)	35			40	30	
Link Distance (ft)	251			3491	188	
Travel Time (s)	4.9			59.5	4.3	
Peak Hour Factor	0.94	0.94	0.83	0.83	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	121	312	412	52	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	724	53	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.9%
ICU Level of Service	A
Analysis Period (min)	15

Premier Logistics Park TIA  
Lanes, Volumes, Timings

8: Springdale Rd & Ferguson Ln  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	31	2	108	1	1	2	49	563	1	1	241	17
Future Volume (vph)	31	2	108	1	1	2	49	563	1	1	241	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.897			0.932							0.991
Fl <sub>t</sub> Protected		0.989			0.988			0.996				
Satd. Flow (prot)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Fl <sub>t</sub> Permitted		0.989			0.988			0.996				
Satd. Flow (perm)	0	1669	0	0	1732	0	0	1874	0	0	1864	0
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1615			229			546				1178
Travel Time (s)		36.7			5.2			12.4				26.8
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	42	3	146	4	4	8	54	626	1	1	301	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	16	0	0	681	0	0	323	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	67.0%
ICU Level of Service	C
Analysis Period (min)	15













Intersection				
Intersection Delay, s/veh	7.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	191	16	681	323
Demand Flow Rate, veh/h	192	16	688	326
Vehicles Circulating, veh/h	309	729	46	63
Vehicles Exiting, veh/h	80	5	455	682
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	5.8	8.4	5.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	192	16	688	326
Cap Entry Lane, veh/h	1007	656	1317	1294
Entry HV Adj Factor	0.995	0.998	0.989	0.991
Flow Entry, veh/h	191	16	681	323
Cap Entry, veh/h	1001	654	1303	1282
V/C Ratio	0.191	0.024	0.523	0.252
Control Delay, s/veh	5.4	5.8	8.4	5.0
LOS	A	A	A	A
95th %tile Queue, veh	1	0	3	1



Premier Logistics Park TIA  
Lanes, Volumes, Timings

9: Rundberg Ln Extension/Runberg Ln Extension & Driveway A

2028 Site + Forecasted PM - With Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	1	1	22	1	1
Future Volume (vph)	59	1	1	22	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	447		851			623
Travel Time (s)	10.2		19.3			14.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	1	1	24	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	1	1	24	1	1
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	59	1	1	22	1	1
Future Vol, veh/h	59	1	1	22	1	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	0	-	150	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	64	1	1	24	1	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	4	1	0	0	25
Stage 1	1	-	-	-	-
Stage 2	3	-	-	-	-
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	1018	1084	-	-	1589
Stage 1	1022	-	-	-	-
Stage 2	1020	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	1017	1084	-	-	1589
Mov Cap-2 Maneuver	1017	-	-	-	-
Stage 1	1022	-	-	-	-
Stage 2	1019	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1017	1084	1589
HCM Lane V/C Ratio	-	-	0.063	0.001	0.001
HCM Control Delay (s)	-	-	8.8	8.3	7.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	0

Premier Logistics Park TIA  
Lanes, Volumes, Timings

10: Runberg Ln Extension/Rundberg Ln Extension & Driveway B

2028 Site + Forecasted PM - With Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	52	1	22	19	1	59
Future Volume (vph)	52	1	22	19	1	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998		0.937			
Flt Protected	0.953				0.950	
Satd. Flow (prot)	1772	0	1745	0	1770	1863
Flt Permitted	0.953				0.950	
Satd. Flow (perm)	1772	0	1745	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	483		511			851
Travel Time (s)	11.0		11.6			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	1	24	21	1	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	45	0	1	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	1	22	19	1	59
Future Vol, veh/h	52	1	22	19	1	59
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	57	1	24	21	1	64

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	101	35	0	0	45
Stage 1	35	-	-	-	-
Stage 2	66	-	-	-	-
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	898	1038	-	-	1563
Stage 1	987	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	897	1038	-	-	1563
Mov Cap-2 Maneuver	897	-	-	-	-
Stage 1	987	-	-	-	-
Stage 2	956	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	899	1563
HCM Lane V/C Ratio	-	-	0.064	0.001
HCM Control Delay (s)	-	-	9.3	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	41	189	1	111	124	1
Future Volume (vph)	41	189	1	111	124	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889				0.999	
Flt Protected			0.950		0.953	
Satd. Flow (prot)	1656	0	1770	1863	1773	0
Flt Permitted			0.950		0.953	
Satd. Flow (perm)	1656	0	1770	1863	1773	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	606			511	1310	
Travel Time (s)	13.8			11.6	29.8	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.81	0.81
Adj. Flow (vph)	49	225	1	121	153	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	274	0	1	121	154	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	189	1	111	124	1
Future Vol, veh/h	41	189	1	111	124	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	92	92	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	225	1	121	153	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	274	0	285 162
Stage 1	-	-	-	-	162 -
Stage 2	-	-	-	-	123 -
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	-	-	1289	-	705 883
Stage 1	-	-	-	-	867 -
Stage 2	-	-	-	-	902 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1289	-	704 883
Mov Cap-2 Maneuver	-	-	-	-	704 -
Stage 1	-	-	-	-	867 -
Stage 2	-	-	-	-	901 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	705	-	-	1289	-
HCM Lane V/C Ratio	0.219	-	-	0.001	-
HCM Control Delay (s)	11.5	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Premier Logistics Park TIA  
Lanes, Volumes, Timings

12: Ferguson Ln & Driveway C  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↘
Traffic Volume (vph)	5	184	111	1	1	13
Future Volume (vph)	5	184	111	1	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.999			0.997	
Satd. Flow (prot)	0	1861	1861	0	1623	0
Flt Permitted		0.999			0.997	
Satd. Flow (perm)	0	1861	1861	0	1623	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1310	716		441	
Travel Time (s)		29.8	16.3		10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	200	121	1	1	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	205	122	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	184	111	1	1	13
Future Vol, veh/h	5	184	111	1	1	13
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	5	200	121	1	1	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	122	0	-	0	332 122
Stage 1	-	-	-	-	122 -
Stage 2	-	-	-	-	210 -
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	1465	-	-	-	663 929
Stage 1	-	-	-	-	903 -
Stage 2	-	-	-	-	825 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1465	-	-	-	660 929
Mov Cap-2 Maneuver	-	-	-	-	660 -
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	825 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1465	-	-	-	903
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Premier Logistics Park TIA  
Lanes, Volumes, Timings

13: Ferguson Ln & Driveway D  
2028 Site + Forecasted PM - With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↙
Traffic Volume (vph)	2	182	105	1	1	7
Future Volume (vph)	2	182	105	1	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.880	
Flt Protected					0.994	
Satd. Flow (prot)	0	1863	1861	0	1629	0
Flt Permitted					0.994	
Satd. Flow (perm)	0	1863	1861	0	1629	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		716	1615		482	
Travel Time (s)		16.3	36.7		11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	198	114	1	1	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	115	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	182	105	1	1	7
Future Vol, veh/h	2	182	105	1	1	7
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	2	198	114	1	1	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	115	0	-	0	317 115
Stage 1	-	-	-	-	115 -
Stage 2	-	-	-	-	202 -
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	1474	-	-	-	676 937
Stage 1	-	-	-	-	910 -
Stage 2	-	-	-	-	832 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1474	-	-	-	675 937
Mov Cap-2 Maneuver	-	-	-	-	675 -
Stage 1	-	-	-	-	908 -
Stage 2	-	-	-	-	832 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.1
HCM LOS			A

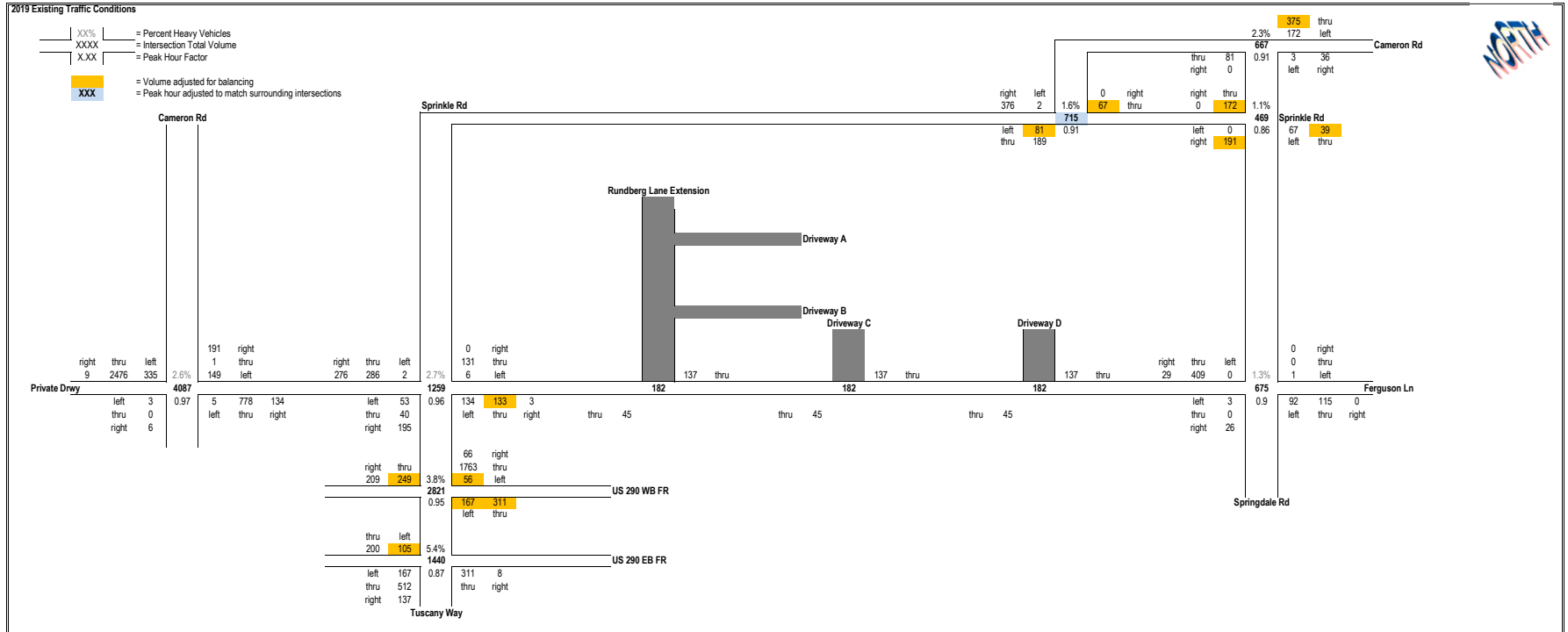
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1474	-	-	-	894
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Premiere Logistics Park TIA- AM Peak.xlsx

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**Premiere Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

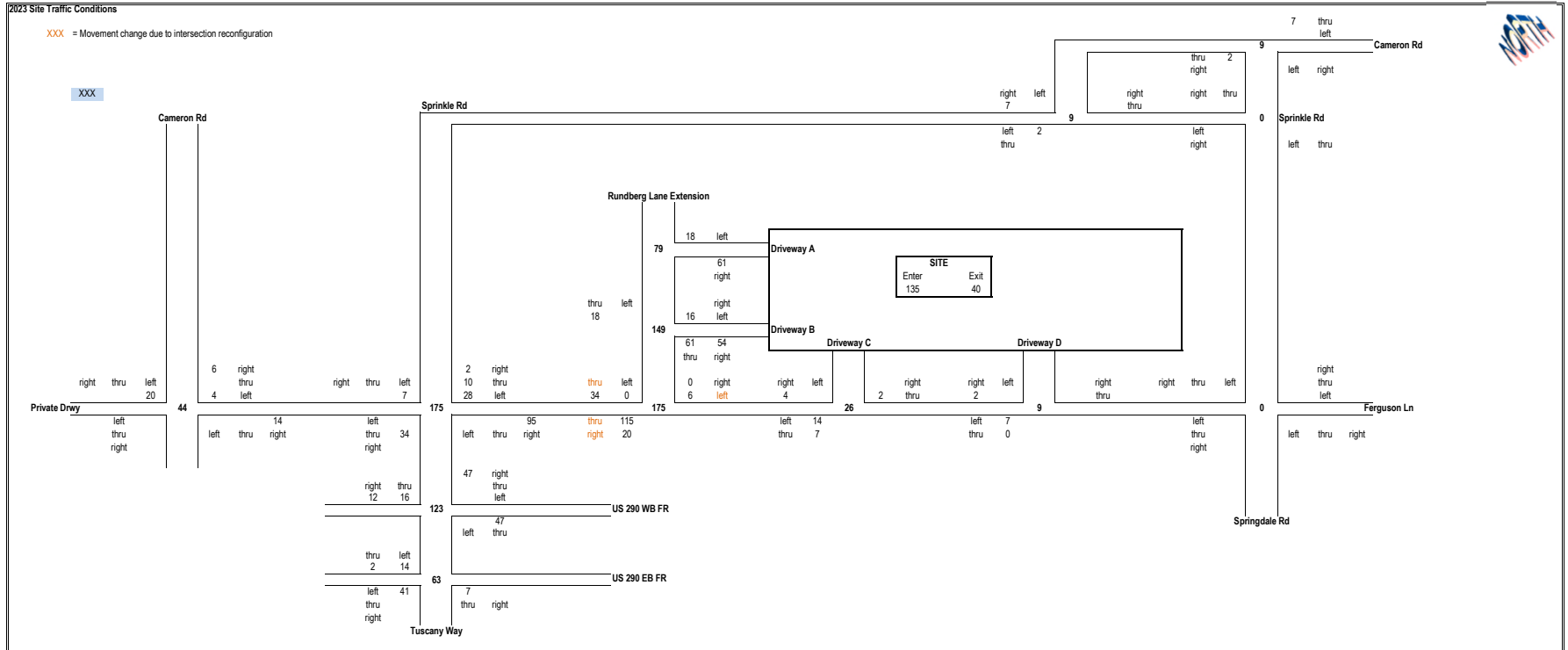






**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

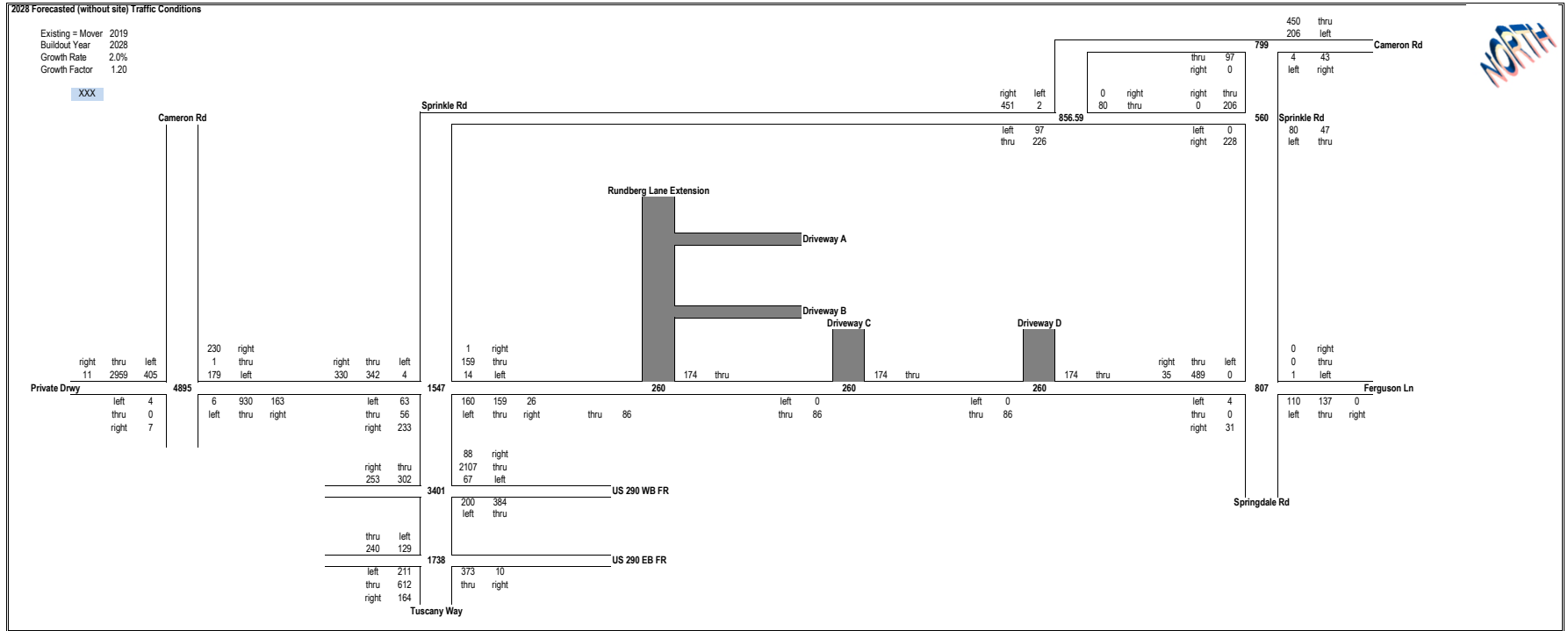






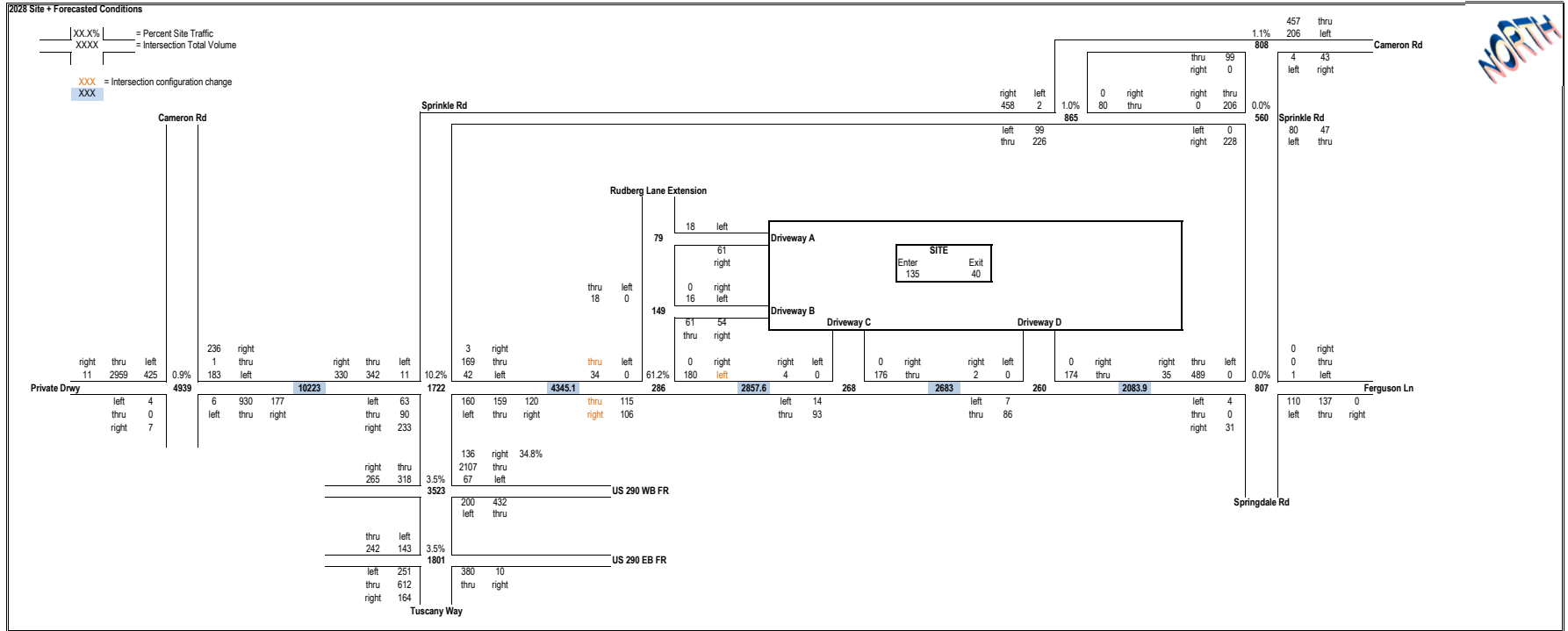
**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak



**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

AM Peak

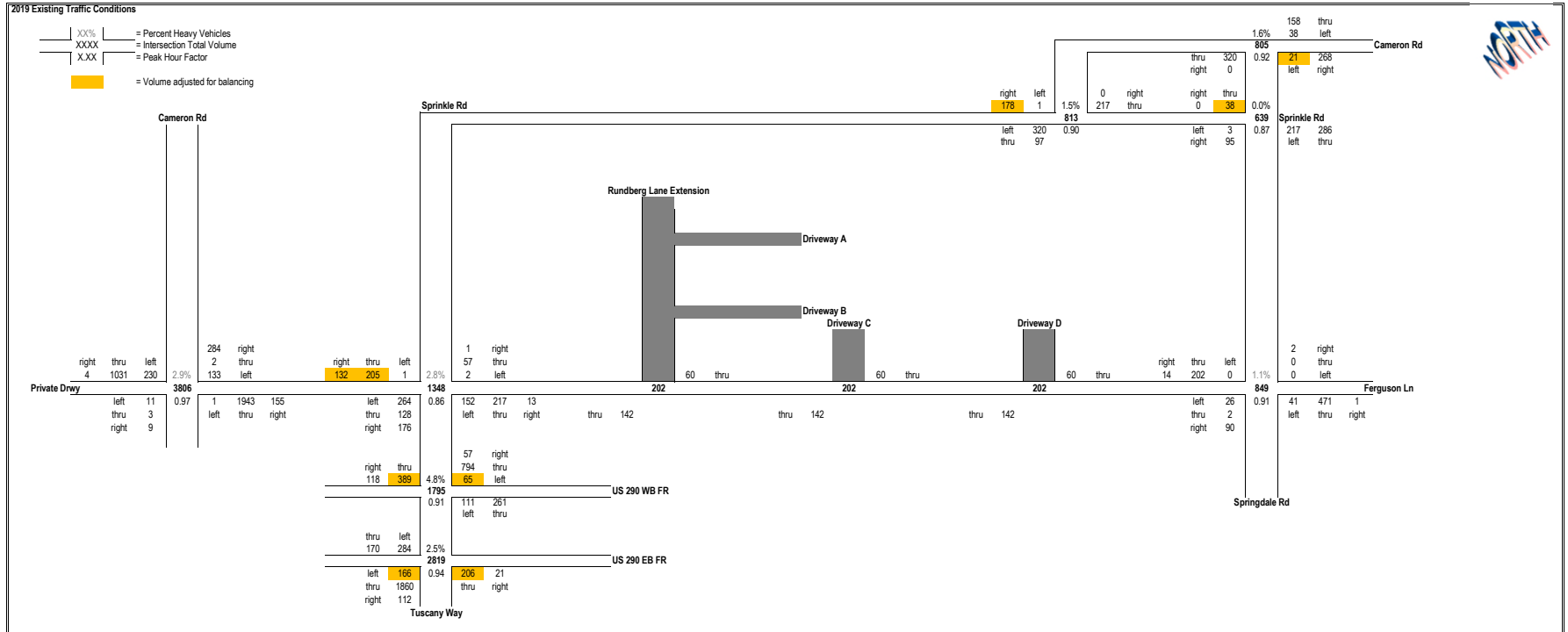


Premiere Logistics Park TIA- PM Peak.xlsx

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**Premiere Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

PM Peak

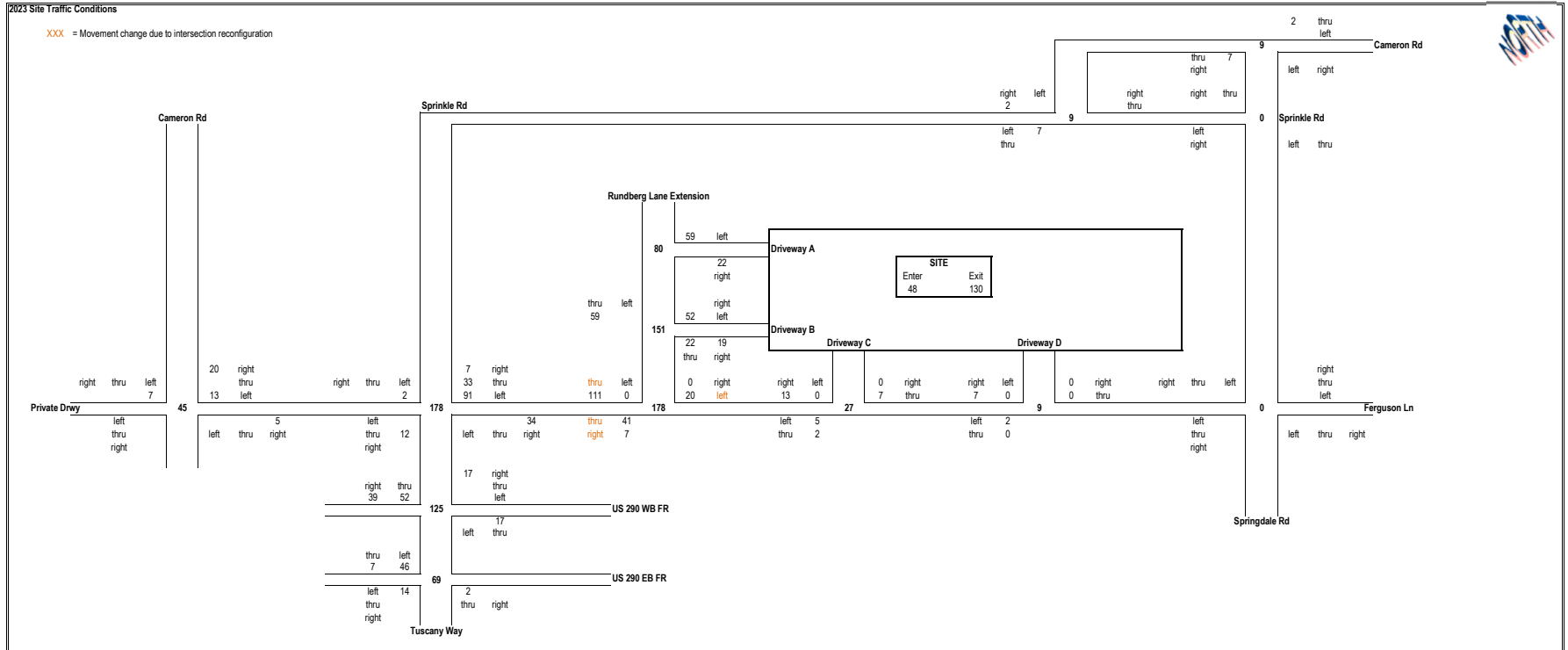






**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

PM Peak



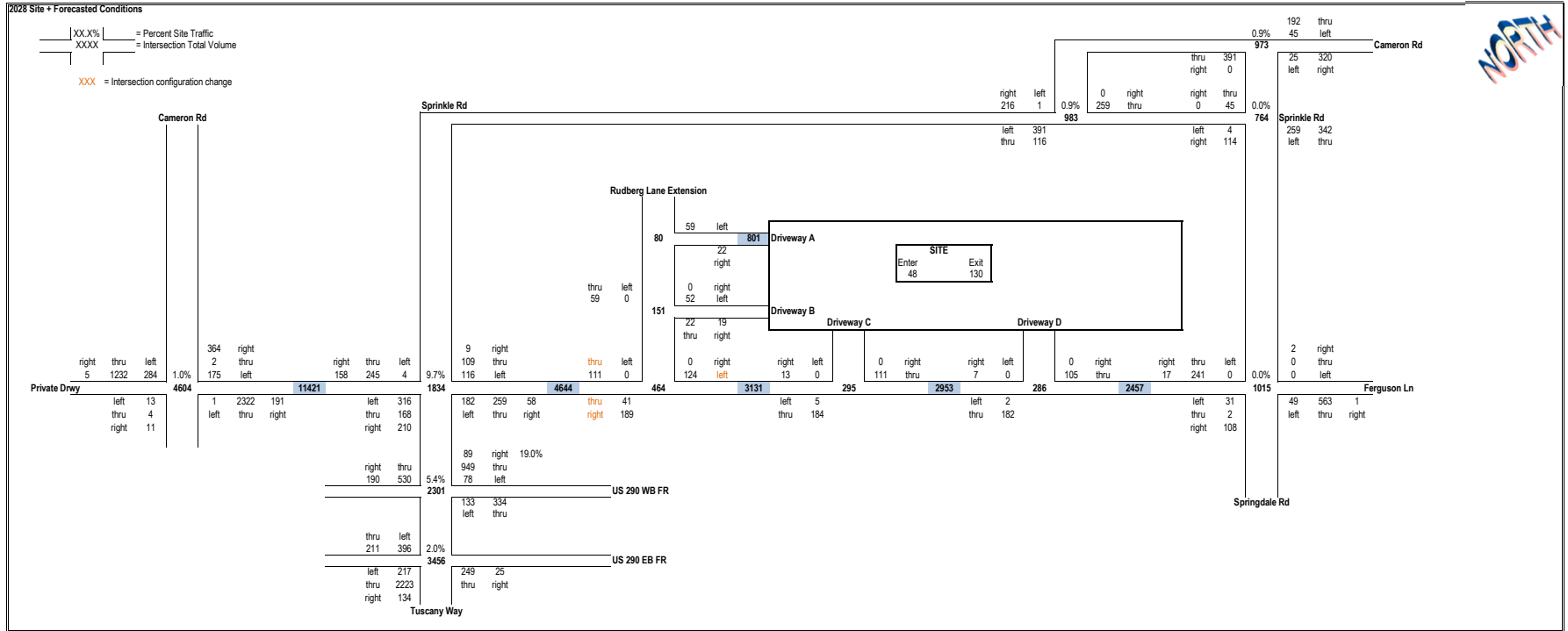






**Premier Logistics Park TIA**  
DISTRIBUTION SPREADSHEET

PM Peak



Premier Logistics Park TIA - Draft Scope for County

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**Archived:** Tuesday, March 17, 2020 9:09:45 AM

**From:** [Andre Betit](#)

**Sent:** Tuesday, November 26, 2019 3:48:00 PM

**To:** Smith, Kathy

**Cc:** Jason Brecht; Brian Burk

**Subject:** RE: Premier Logistics Park TIA - Draft Scope for County

**Importance:** Normal

**Attachments:**

[Premier Logistics TIA scope 11-26-2019.pdf](#);

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Kathy,

Attached is the final scope.

Thanks,

André

André Betit, PE

Engineering Division Manager

Travis County TNR Road and Bridge

Physical Address: 700 Lavaca Street; Austin, TX 78701

Mailing Address: P.O. Box 1748; Austin, TX 78701-1748

(512) 854-8757

[andre.betit@traviscountytx.gov](mailto:andre.betit@traviscountytx.gov)

---

**From:** Smith, Kathy [mailto:[Kathy.Smith@hdrinc.com](mailto:Kathy.Smith@hdrinc.com)]

**Sent:** Monday, November 18, 2019 3:44 PM

**To:** Andre Betit

**Cc:** Jason Brecht; Brian Burk

**Subject:** FW: Premier Logistics Park TIA - Draft Scope for County

**CAUTION:** This email is from OUTSIDE Travis County. Links or attachments may be dangerous. Click the Phish Alert button above if you think this email is malicious.

Hi Andre,

Enclosed is our proposed scope for the above-referenced project. At this time, it is going to consist of 100% warehousing. If that changes due to interest from another user, the TIA will be updated at that time. Please let me know if you have any questions. Thanks!

**Kathleen G. Smith, P.E., PTOE**

Senior Project Manager

Professional Associate

**HDR**

504 Lavaca Street, Suite 900

Austin, TX 78701-2817

D 512.904.3713 M 512.632.0546

[kathy.smith@hdrinc.com](mailto:kathy.smith@hdrinc.com)

[hdrinc.com/follow-us](https://hdrinc.com/follow-us)

Premier Logistics TIA scope 11-26-2019.pdf

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## TRAFFIC IMPACT ANALYSIS SCOPE AND STUDY AREA

Project Name: Premier Logisitcs Park Date: November 26, 2019  
Location: Sprinkle Road and Ferguson Lane (ETJ)  
Owner's Agent: HDR, Engineering, Inc. (Kathleen G. Smith, P.E., PTOE) Phone: (512) 904 – 3700

---

Instructions: Sections I and II of the scope must be approved prior to formal submittal of a Traffic Impact Analysis (TIA). You may receive sign off of both sections concurrently or separately.

### **I. Data Collection**

#### **1. Background Information**

- a. Proposed daily trip generation estimate.
- b. Location/Study area map that specifies major roadways and intersections within study area
- c. The following adopted plans and public infrastructure improvement projects apply to this site:
  - CAMPO 2040 Regional Transportation Plan

**2. Intersections Level of Service:** Calculations for a.m. and p.m. peak hours must be performed for the following intersections, showing (a) existing traffic conditions and (b) projected traffic conditions, identifying site, non-site, and total traffic:

- a. Cameron Road and Ferguson Lane
- b. Sprinkle Road/Tuscany Way and Ferguson Lane
- c. Sprinkle Road and Springdale Road
- d. Springdale Road and Ferguson Lane
- e. Tuscany Way and US 290
- f. All site driveways

**Notes:** Existing signal timings shall be used for the intersection unless alternative timing proposals are approved by the Austin Transportation Department or TXDOT.

Analysis for each phase/year shall include:

- a. Level of Service by movements
- b. Delay by movements
- c. V/C by movements
- d. Queueing analysis with 95% queue length by movements, vs existing storage bay and/or distance from adjacent intersection(s)

**3. Signal Warrant Analysis:** a Signal Warrant analysis (existing and projected) shall be performed for the following study area intersections:

- a. Sprinkle Road/Tuscany Way and Ferguson Lane

**4. Sight Distance Analysis**

- a. When proposed mitigation recommends a new traffic signal be installed, an analysis of the intersection sight distance and stopping sight distance to vehicles stopped in queue (back of queue) should be included.
- b. Intersections or new driveways must provide an analysis of the intersection sight distance.

**5. Roadway Sizing Analysis**

Roadway analysis must be performed to determine the size and type of roadway for the following roadway segments.

- a. Ferguson Lane
- b. All connecting internal roadways.

**6. Turn Lane Analysis**

Turn lane analysis must be performed at all site driveways/roadways to determine if left or right turn lanes are needed to enter the site.

**7. Analysis Phases/Years:**

- a. 2023 - Full buildout year
- b. 2028 - Full buildout year

**8. School Specific Traffic Assessment: N/A**

- a. On-site queuing analysis
- b. Development of a safe route to school program
- c. Documentation that sufficient parking is available for Staff and Students who will be driving to school.

**9. Other Considerations:**

- a. Counts are to be taken when public schools are in session. If counts are taken while schools are not in session, mathematically determined adjustment factors may be used based on historic nearby traffic counts or as otherwise approved by County staff.
- b. Ensure automated traffic data captures demand. Manual observations or a multiple period analysis may be necessary.
- c. Capture and report data to calibrate model for existing operational analysis (i.e. queue length and approach/movement delay recommended)
- d. Methodology for capacity and level of service shall be Highway Capacity Manual, latest edition (i.e. Synchro, version 10).
- e. Discuss and illustrate methodology for trip distribution.
- f. Discuss and illustrate model calibration (i.e. queue length and approach/movement delay recommended).

## II. Study Assumptions

**1. Data Assumptions** The following assumptions must be included in the analysis. Any change in these assumptions must be approved by the transportation reviewer(s) prior to submittal of the TIA.

- a. Background Traffic – The average annual growth rate shall be calculated using available sources and documented in the report.
- b. Background Project: Background projects shall include:

Project Name	Case Number
Colliers Wood Subdivision	C8J-2010-0091 (City of Austin)
Pioneer Crossing East Section 18	C8-2016-0109.6B & C8-2016-0109.6B (City of Austin)
Ferguson Lane Development	SP-2017-0460D (City of Austin)
2020 Business Park	SP-2018-0174D (City of Austin)
Ferguson Crossing	C14-2017-0139 (City of Austin)

- c. Internal Trips /Transit Trips/Walking/Biking: 0%
- d. Pass by trip reductions: 0%

**2. Trip Distribution:** Existing Trips and Forecasted Trips to be determined based on existing and historical data. Site Trips to be suggested based on proposed type of land use and an end user's likely path given site location in relation to other generators and/or attractors.

## III. Submittal Requirements

1. The cover sheet of the TIA must include the Travis County My Permit Now permit number.
2. Submit to Travis County two (2) hard copies and two (2) CD's containing the items specified below.
3. Traffic modeling requirements:
  - a. All timing sheets obtained from various sources (City of Austin, TXDOT, etc.) are to be included in the Appendix of the TIA.
  - b. Submit electronically CD's (in the number specified or electronically to TXDOT) containing the following: PDF of the TIA, Synchro Network for all conditions analyzed and background DXF or aerial format. Synchro files must be in real world coordinates, Excel spreadsheets with, overall trip generation, internal and pass-by trip capture rates if applicable, site trip distribution & assignment within roadway network and site driveways, A CAD file for the site plan, if available.
  - c. All intersections must be modeled in one Synchro (latest edition) file (including unsignalized intersections).
  - d. Synchro printouts and analysis must be performed for the following scenarios and must be included in the appendix of the report in the following format:
    - Existing conditions (am + pm on one sheet),
    - Six (6) future conditions (for all years/phases identified in section I of this scope):
      - o (AM No-Build, AM Build, AM Build + Mitigation)
      - o (PM No-Build, PM Build, PM Build + Mitigation)
  - e. Intersection LOS by movements, Delay by movements, v/c by movements, and 95% queue length by movements in a tabular format (preferably in 11"x17") for different scenarios noted.



4. Maps/Plans

- a. A proposed Site Plan
- b. A map showing all bicycle routes, bus transit and bus stops within ½ mile of the site
- c. A map showing all background projects and trip generation for each project
- d. A map/plan showing all roadways and driveways analyzed (labeled and dimensioned)
- e. An aerial map/plan of all intersections with roadway improvements (dimensioned), including above ground utilities called out.

Any change in these assumptions may require a change in the scope. If the analysis or traffic volumes provided in the report indicates impacts to intersections or roadways that are not included in this scope, additional analysis may be required. For more detailed guidelines on preparation of the TIA, please contact the undersigned.

Prepared by:   
André H. Betit, Jr., P.E.

Phone: (512) 854 – 8757  
Email: [andre.betit@traviscountytx.gov](mailto:andre.betit@traviscountytx.gov)

Premier Logistics Park TIA

---

**Archived:** Tuesday, March 17, 2020 9:09:45 AM

**From:** Hatami, Saba

**Sent:** Thursday, January 2, 2020 10:52:07 AM

**To:** Andre Betit

**Cc:** Smith, Kathy

**Subject:** [CAUTION EXTERNAL] Premier Logistics Park TIA

**Importance:** Normal

**Attachments:**

[Premier Logistics TIA scope 11-26-2019.pdf](#);

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**CAUTION:** This email is from OUTSIDE Travis County. Links or attachments may be dangerous. Click the Phish Alert button above if you think this email is malicious.

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Hey Andre,

We have an update on the background projects identified (listed below) for this project. We submitted open records request to the City for the ones that we couldn't find online; however, they were not able to help us find any determination worksheets or previous TIA's.

We will proceed with assuming the Ferguson Crossing project and note in the TIA why the others were not assumed. Just wanted to give you a heads up.

- Colliers Wood Subdivision – C8J-2010-0091 (**Status: Expired**)
- Pioneer Crossing East Section 18 – C8-2016-0109.6B (**unable to acquire DTW**)
- Ferguson Lane Development – SP-2017-0460D (**unable to acquire DTW**)
- 2020 Business Park – SP-2018-0174D (**unable to acquire DTW**)
- Ferguson Crossing – C14-2017-0139 (**DTW found online**)

Thank you,

**Saba Hatami**, P.E., PTOE  
*Traffic Engineer*

**HDR**  
504 Lavaca Street, Suite 900  
Austin, TX 78701-2817  
D 512.904.3714 M 512.375.1383  
[saba.hatami@hdrinc.com](mailto:saba.hatami@hdrinc.com)

[hdrinc.com/follow-us](https://hdrinc.com/follow-us)

Premier Logistics TIA scope 11-26-2019.pdf

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## TRAFFIC IMPACT ANALYSIS SCOPE AND STUDY AREA

Project Name: Premier Logisitcs Park Date: November 26, 2019  
Location: Sprinkle Road and Ferguson Lane (ETJ)  
Owner's Agent: HDR, Engineering, Inc. (Kathleen G. Smith, P.E., PTOE) Phone: (512) 904 – 3700

---

Instructions: Sections I and II of the scope must be approved prior to formal submittal of a Traffic Impact Analysis (TIA). You may receive sign off of both sections concurrently or separately.

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#### 1. Background Information

- a. Proposed daily trip generation estimate.
- b. Location/Study area map that specifies major roadways and intersections within study area
- c. The following adopted plans and public infrastructure improvement projects apply to this site:
  - CAMPO 2040 Regional Transportation Plan

**2. Intersections Level of Service:** Calculations for a.m. and p.m. peak hours must be performed for the following intersections, showing (a) existing traffic conditions and (b) projected traffic conditions, identifying site, non-site, and total traffic:

- a. Cameron Road and Ferguson Lane
- b. Sprinkle Road/Tuscany Way and Ferguson Lane
- c. Sprinkle Road and Springdale Road
- d. Springdale Road and Ferguson Lane
- e. Tuscany Way and US 290
- f. All site driveways

Notes: Existing signal timings shall be used for the intersection unless alternative timing proposals are approved by the Austin Transportation Department or TXDOT.

Analysis for each phase/year shall include:

- a. Level of Service by movements
- b. Delay by movements
- c. V/C by movements
- d. Queueing analysis with 95% queue length by movements, vs existing storage bay and/or distance from adjacent intersection(s)

**3. Signal Warrant Analysis:** a Signal Warrant analysis (existing and projected) shall be performed for the following study area intersections:

- a. Sprinkle Road/Tuscany Way and Ferguson Lane

**4. Sight Distance Analysis**

- a. When proposed mitigation recommends a new traffic signal be installed, an analysis of the intersection sight distance and stopping sight distance to vehicles stopped in queue (back of queue) should be included.
- b. Intersections or new driveways must provide an analysis of the intersection sight distance.

**5. Roadway Sizing Analysis**

Roadway analysis must be performed to determine the size and type of roadway for the following roadway segments.

- a. Ferguson Lane
- b. All connecting internal roadways.

**6. Turn Lane Analysis**

Turn lane analysis must be performed at all site driveways/roadways to determine if left or right turn lanes are needed to enter the site.

**7. Analysis Phases/Years:**

- a. 2023 - Full buildout year
- b. 2028 - Full buildout year

**8. School Specific Traffic Assessment: N/A**

- a. On-site queuing analysis
- b. Development of a safe route to school program
- c. Documentation that sufficient parking is available for Staff and Students who will be driving to school.

**9. Other Considerations:**

- a. Counts are to be taken when public schools are in session. If counts are taken while schools are not in session, mathematically determined adjustment factors may be used based on historic nearby traffic counts or as otherwise approved by County staff.
- b. Ensure automated traffic data captures demand. Manual observations or a multiple period analysis may be necessary.
- c. Capture and report data to calibrate model for existing operational analysis (i.e. queue length and approach/movement delay recommended)
- d. Methodology for capacity and level of service shall be Highway Capacity Manual, latest edition (i.e. Synchro, version 10).
- e. Discuss and illustrate methodology for trip distribution.
- f. Discuss and illustrate model calibration (i.e. queue length and approach/movement delay recommended).

## II. Study Assumptions

**1. Data Assumptions** The following assumptions must be included in the analysis. Any change in these assumptions must be approved by the transportation reviewer(s) prior to submittal of the TIA.

- a. Background Traffic – The average annual growth rate shall be calculated using available sources and documented in the report.
- b. Background Project: Background projects shall include:

Project Name	Case Number
Colliers Wood Subdivision	C8J-2010-0091 (City of Austin)
Pioneer Crossing East Section 18	C8-2016-0109.6B & C8-2016-0109.6B (City of Austin)
Ferguson Lane Development	SP-2017-0460D (City of Austin)
2020 Business Park	SP-2018-0174D (City of Austin)
Ferguson Crossing	C14-2017-0139 (City of Austin)

- c. Internal Trips /Transit Trips/Walking/Biking: 0%
- d. Pass by trip reductions: 0%

**2. Trip Distribution:** Existing Trips and Forecasted Trips to be determined based on existing and historical data. Site Trips to be suggested based on proposed type of land use and an end user's likely path given site location in relation to other generators and/or attractors.

## III. Submittal Requirements

1. The cover sheet of the TIA must include the Travis County My Permit Now permit number.
2. Submit to Travis County two (2) hard copies and two (2) CD's containing the items specified below.
3. Traffic modeling requirements:
  - a. All timing sheets obtained from various sources (City of Austin, TXDOT, etc.) are to be included in the Appendix of the TIA.
  - b. Submit electronically CD's (in the number specified or electronically to TXDOT) containing the following: PDF of the TIA, Synchro Network for all conditions analyzed and background DXF or aerial format. Synchro files must be in real world coordinates, Excel spreadsheets with, overall trip generation, internal and pass-by trip capture rates if applicable, site trip distribution & assignment within roadway network and site driveways, A CAD file for the site plan, if available.
  - c. All intersections must be modeled in one Synchro (latest edition) file (including unsignalized intersections).
  - d. Synchro printouts and analysis must be performed for the following scenarios and must be included in the appendix of the report in the following format:
    - Existing conditions (am + pm on one sheet),
    - Six (6) future conditions (for all years/phases identified in section I of this scope):
      - o (AM No-Build, AM Build, AM Build + Mitigation)
      - o (PM No-Build, PM Build, PM Build + Mitigation)
  - e. Intersection LOS by movements, Delay by movements, v/c by movements, and 95% queue length by movements in a tabular format (preferably in 11"x17") for different scenarios noted.

4. Maps/Plans

- a. A proposed Site Plan
- b. A map showing all bicycle routes, bus transit and bus stops within ½ mile of the site
- c. A map showing all background projects and trip generation for each project
- d. A map/plan showing all roadways and driveways analyzed (labeled and dimensioned)
- e. An aerial map/plan of all intersections with roadway improvements (dimensioned), including above ground utilities called out.

Any change in these assumptions may require a change in the scope. If the analysis or traffic volumes provided in the report indicates impacts to intersections or roadways that are not included in this scope, additional analysis may be required. For more detailed guidelines on preparation of the TIA, please contact the undersigned.

Prepared by:   
André H. Betit, Jr., P.E.

Phone: (512) 854 – 8757  
Email: [andre.betit@traviscountytx.gov](mailto:andre.betit@traviscountytx.gov)



Premier Logistics Park TIA - Draft Scope for County

---

**Archived:** Tuesday, March 17, 2020 9:09:45 AM

**From:** [Smith, Kathy](#)

**Sent:** Monday, November 18, 2019 3:48:46 PM

**To:** [Andre Betit](#)

**Cc:** [Jason Brecht](#); [Brian Burk](#)

**Subject:** FW: Premier Logistics Park TIA - Draft Scope for County

**Importance:** Normal

**Attachments:**

[10th Trip Gen\\_Premier Logistics, 11.15.19.pdf](#); [2019-11-05\\_Site Plan.pdf](#); [Premier Logistics TIA\\_DRAFT\\_scope.doc](#) ;

---

**CAUTION:** This email is from OUTSIDE Travis County. Links or attachments may be dangerous. Click the Phish Alert button above if you think this email is malicious.

---

Hi Andre,

Enclosed is our proposed scope for the above-referenced project. At this time, it is going to consist of 100% warehousing. If that changes due to interest from another user, the TIA will be updated at that time. Please let me know if you have any questions. Thanks!

**Kathleen G. Smith, P.E., PTOE**

*Senior Project Manager*

*Professional Associate*

**HDR**

504 Lavaca Street, Suite 900

Austin, TX 78701-2817

D 512.904.3713 M 512.632.0546

[kathy.smith@hdrinc.com](mailto:kathy.smith@hdrinc.com)

[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

10th Trip Gen\_Premier Logistics, 11.15.19.pdf

---

## Premier Logistics Park

Proposed Use Conditions

### SUMMARY OF WEEKDAY SITE-GENERATED TRAFFIC

Per Equations and Rates Provided in ITE's Trip Generation, 10th Edition

Land Use Code	Land Use	Units	Weekday	AM Peak		PM Peak	
			Trips	Enter	Exit	Enter	Exit
150	Warehousing	1,250,00 SF	2,021	135	40	48	130
<b>Total</b>			<b>2,021</b>	<b>135</b>	<b>40</b>	<b>48</b>	<b>130</b>

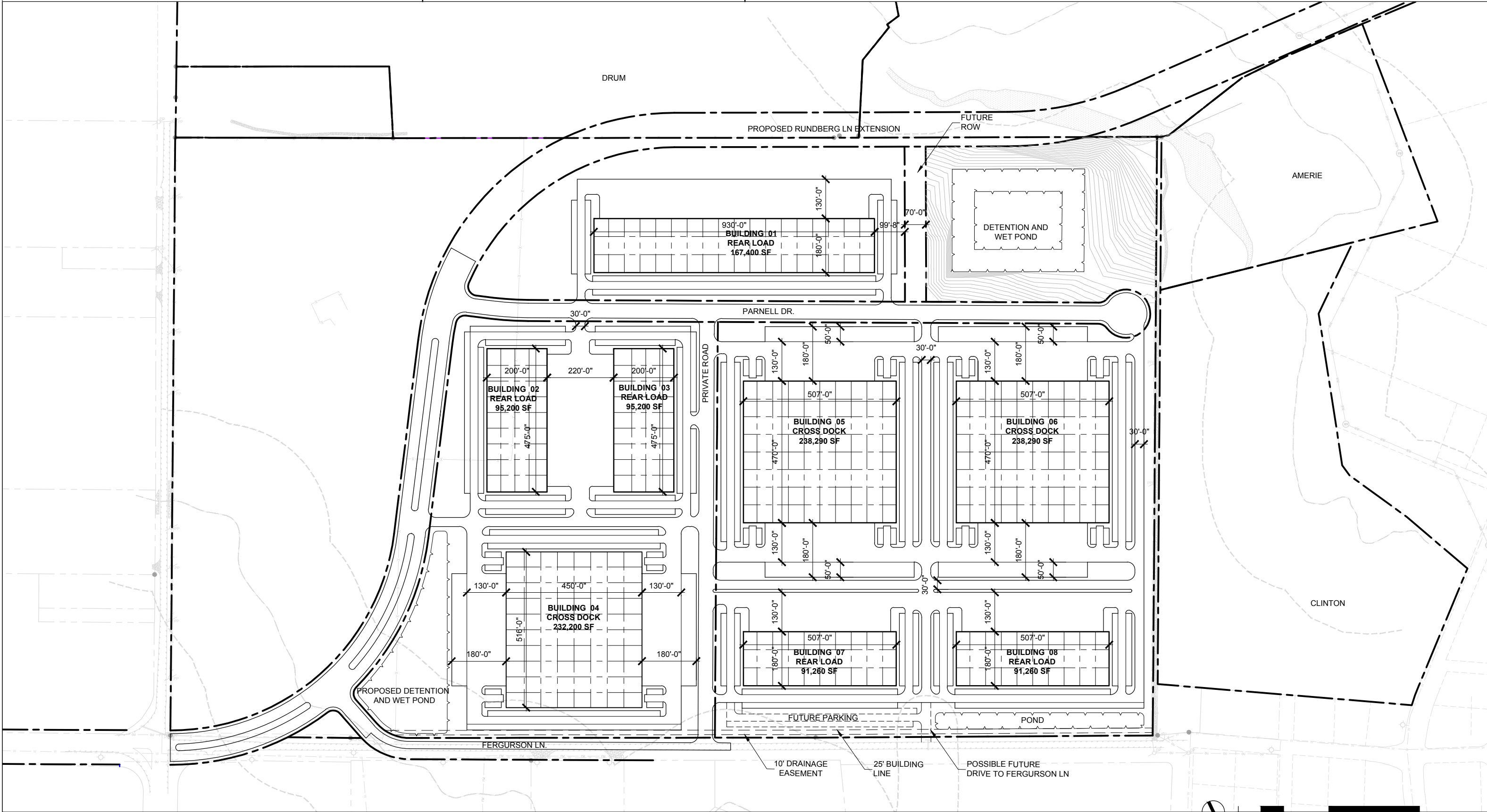
2019-11-05\_Site Plan.pdf

---

# OVERALL MASTERPLAN

TOTAL SITE AREA : 148.27 AC (6,458,741 SF)

BUILDING AREA : 1,249,100 SF



**PREMIER LOGISTIC PARK**  
a project for  
**HILLWOOD**

HOUSTON

05 NOVEMBER 2019

TEXAS

191048

**powers  
brown  
archi  
tecture**





## TRAFFIC IMPACT ANALYSIS SCOPE AND STUDY AREA

Project Name: Premier Logistics Park Date: March 17, 2020  
Location: Sprinkle Road and Ferguson Lane (ETJ)  
Owner's Agent: HDR, Engineering, Inc. (Kathleen G. Smith, P.E., PTOE) Phone: (512) 904 – 3700

---

Instructions: Sections I and II of the scope must be approved prior to formal submittal of a Traffic Impact Analysis (TIA). You may receive sign off of both sections concurrently or separately.

### **I. Data Collection**

#### **1. Background Information**

- a. Proposed daily trip generation estimate.
- b. Location/Study area map that specifies major roadways and intersections within study area
- c. The following adopted plans and public infrastructure improvement projects apply to this site:
  - CAMPO 2040 Regional Transportation Plan

**2. Intersections Level of Service:** Calculations for a.m. and p.m. peak hours must be performed for the following intersections, showing (a) existing traffic conditions and (b) projected traffic conditions, identifying site, non-site, and total traffic:

- a. Cameron Road and Ferguson Lane
- b. Sprinkle Road/Tuscany Way and Ferguson Lane
- c. Springdale Road and Ferguson Lane
- d. All site driveways

**Notes:** Existing signal timings shall be used for the intersection unless alternative timing proposals are approved by the Austin Transportation Department or TXDOT.

Analysis for each phase/year shall include:

- a. Level of Service by movements
- b. Delay by movements
- c. V/C by movements
- d. Queueing analysis with 95% queue length by movements, vs existing storage bay and/or distance from adjacent intersection(s)

**3. Signal Warrant Analysis:** a Signal Warrant analysis (existing and projected) shall be performed for the following study area intersections:

- a. N/A



#### **4. Sight Distance Analysis**

- a. When proposed mitigation recommends a new traffic signal be installed, an analysis of the intersection's sight distance on approach to stopped queues (back of queue) should be included.
- b. Intersections or new driveways must provide an analysis of the intersection sight distance.

#### **5. Roadway Sizing Analysis**

Roadway analysis must be performed to determine the size and type of roadway for the following roadway segments.

- a. Ferguson Lane
- b. All connecting internal roadways.

#### **6. Turn Lane Analysis**

Turn lane analysis must be performed at all site driveways/roadways to determine if left or right turn lanes are needed to enter the site.

#### **7. Analysis Phases/Years:**

- a. Full buildout year (2023)

#### **8. School Specific Traffic Assessment:**

- a. On-site queuing analysis
- b. Development of a safe route to school program
- c. Documentation that sufficient parking is available for Staff and Students who will be driving to school.

#### **9. Other Considerations:**

- a. Counts are to be taken when public schools are in session. If counts are taken while schools are not in session, mathematically determined adjustment factors may be used based on historic nearby traffic counts or as otherwise approved by County staff.
- b. Ensure automated traffic data captures demand. Manual observations or a multiple period analysis may be necessary.
- c. Capture and report data to calibrate model for existing operational analysis (i.e. queue length and approach/movement delay recommended)
- d. Methodology for capacity and level of service shall be Highway Capacity Manual, latest edition (i.e. Synchro, version 10).
- e. Discuss and illustrate methodology for trip distribution.
- f. Discuss and illustrate model calibration (i.e. queue length and approach/movement delay recommended).

## **II. Study Assumptions**

**1. Data Assumptions** The following assumptions must be included in the analysis. Any change in these assumptions must be approved by the transportation reviewer(s) prior to submittal of the TIA.

- a. Background Traffic – The average annual growth rate shall be calculated using available sources and documented in the report.

- b. Background Project: Background projects shall include:

Project Name	Case Number
N/A	

- c. Internal Trips /Transit Trips/Walking/Biking: **N/A**

- d. Pass by trip reductions: **N/A**

2. **Trip Distribution:** Existing Trips and Forecasted Trips to be determined based on existing and historical data. Site Trips to be suggested based on proposed type of land use and an end user's likely path given site location in relation to other generators and/or attractors.

3. **TIA Format:** One phase, Ultimate Build

### **III. Submittal Requirements**

1. The cover sheet of the TIA must include the Travis County My Permit Now permit number.
2. Submit to Travis County two (2) hard copies and two (2) CD's containing the items specified below.
3. Submit to the City of XXX four (4) hard copies and four (4) CD's containing the items specified below. **N/A**
4. Submit to TxDOT electronically (Austin District) the items specified below. **N/A**
5. Traffic modeling requirements:
  - a. All timing sheets obtained from various sources (City of Austin, TxDOT, etc.) are to be included in the Appendix of the TIA.
  - b. Submit electronically CD's (in the number specified or electronically to TxDOT) containing the following: PDF of the TIA, Synchro Network for all conditions analyzed and background DXF or aerial format. Synchro files must be in real world coordinates, Excel spreadsheets with, overall trip generation, internal and pass-by trip capture rates if applicable, site trip distribution & assignment within roadway network and site driveways, A CAD file for the site plan, if available.
  - c. All intersections must be modeled in one Synchro (latest edition) file (including unsignalized intersections).
  - d. Synchro printouts and analysis must be performed for the following scenarios and must be included in the appendix of the report in the following format:
    - Existing conditions (am + pm on one sheet),
    - Six (6) future conditions (for all years/phases identified in section I of this scope):
      - o (AM No-Build, AM Build, AM Build + Mitigation)
      - o (PM No-Build, PM Build, PM Build + Mitigation)
  - e. Intersection LOS by movements, Delay by movements, v/c by movements, and 95% queue length by movements in a tabular format (preferably in 11"x17") for different scenarios noted.



Premier Logistics Park

---

**Archived:** Tuesday, March 17, 2020 9:09:45 AM  
**From:** [Smith, Kathy](#)  
**Sent:** Wednesday, November 13, 2019 2:39:51 PM  
**To:** [Andre Betit](#)  
**Cc:** [Teresa Calkins](#)  
**Subject:** [CAUTION EXTERNAL] RE: Premier Logistics Park  
**Importance:** Normal

---

Will do!

**Kathleen G. Smith, P.E., PTOE**

*Senior Project Manager  
Professional Associate*

**HDR**

504 Lavaca Street, Suite 900  
Austin, TX 78701-2817  
D 512.904.3713 M 512.632.0546  
[kathy.smith@hdrinc.com](mailto:kathy.smith@hdrinc.com)  
[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

---

**From:** Andre Betit [<mailto:Andre.Betit@traviscountytx.gov>]  
**Sent:** Wednesday, November 13, 2019 2:14 PM  
**To:** Smith, Kathy <[Kathy.Smith@hdrinc.com](mailto:Kathy.Smith@hdrinc.com)>  
**Cc:** Teresa Calkins <[Teresa.Calkins@traviscountytx.gov](mailto:Teresa.Calkins@traviscountytx.gov)>  
**Subject:** RE: Premier Logistics Park

I do not. Here is the latest version of the blank scope so you can prepare a draft for our review.

Thanks,

André

André Betit, PE  
Traffic Engineering Division Manager  
Travis County Transportation and Natural Resources  
Physical Address: 700 Lavaca Street; Austin, TX 78701  
Mailing Address: P.O. Box 1748; Austin, TX 78701-1748  
(512) 854-8757  
[andre.betit@traviscountytx.gov](mailto:andre.betit@traviscountytx.gov)

---

**From:** Smith, Kathy [<mailto:Kathy.Smith@hdrinc.com>]  
**Sent:** Wednesday, November 13, 2019 12:37 PM  
**To:** Andre Betit  
**Cc:** Teresa Calkins  
**Subject:** [CAUTION EXTERNAL] RE: Premier Logistics Park

Understood. Do you have a list of intersections in mind for the scope?

**Kathleen G. Smith, P.E., PTOE**

*Senior Project Manager  
Professional Associate*

**HDR**

504 Lavaca Street, Suite 900  
Austin, TX 78701-2817  
D 512.904.3713 M 512.632.0546  
[kathy.smith@hdrinc.com](mailto:kathy.smith@hdrinc.com)  
[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

---

**From:** Andre Betit [<mailto:Andre.Betit@traviscountytx.gov>]  
**Sent:** Tuesday, November 12, 2019 2:25 PM  
**To:** Smith, Kathy <[Kathy.Smith@hdrinc.com](mailto:Kathy.Smith@hdrinc.com)>  
**Cc:** Teresa Calkins <[Teresa.Calkins@traviscountytx.gov](mailto:Teresa.Calkins@traviscountytx.gov)>  
**Subject:** FW: Premier Logistics Park

Hi Kathy,

I have been involved with looking at this one with Teresa. Last time we talked with them about traffic their engineer at the time mentioned that this site could be a combination of warehousing and fulfillment center and this would affect the RP calculations. In addition, Since Parnell Drive is an internal street, it would not count toward the RP calculation.

Given the size of the development and the traffic anticipated if it is just warehouse, which needs to be confirmed, we would require a TIA.

Thanks,

André

André Betit, PE  
Traffic Engineering Division Manager  
Travis County Transportation and Natural Resources  
Physical Address: 700 Lavaca Street; Austin, TX 78701

Mailing Address: P.O. Box 1748; Austin, TX 78701-1748  
(512) 854-8757  
[andre.betit@traviscountytx.gov](mailto:andre.betit@traviscountytx.gov)

---

**From:** Smith, Kathy [<mailto:Kathy.Smith@hdrinc.com>]  
**Sent:** Friday, November 08, 2019 3:22 PM  
**To:** Andre Betit  
**Subject:** [CAUTION EXTERNAL] Premier Logistics Park

**CAUTION:** This email is from OUTSIDE Travis County. Links or attachments may be dangerous. Click the Phish Alert button above if you think this email is malicious.

---

Hi Andre,

This is information on the project I discussed with you yesterday. As shown on the enclosed site plan, this is a warehousing project consisting of approximately 1.25M SF of building. My client has spent the past six months working with the surrounding neighbors to get agreement on the alignment for the proposed Rundberg Lane extension, and he met with Teresa to get the County's buy off on the alignment, as well. They are days away from receiving a memo from Teresa indicating that the alignment through my client's property is approved.

As shown on the plan, this project is located east of the intersection of Ferguson Lane and Sprinkle Road/Tuscany Way. If you are traveling eastbound on Ferguson Lane, starting west of Sprinkle Road, you would cross Sprinkle Road and then be on Rundberg Lane. If you wanted to continue east on Ferguson Lane, you could make a right-turn onto that roadway. The approximate distance from Sprinkle Road to the new Ferguson Lane intersection is 570 feet. As you can see, Ferguson Lane would be reconstructed to form a 90 degree intersection with Rundberg Lane. The project would be dedicating the ROW for Rundberg Lane, as shown, and building approximately 2,100 feet of that roadway. They are also dedicating ROW and building a public roadway to be called Parnell Dr., and they will be widening Ferguson Lane from Rundberg Lane to their proposed driveway on Ferguson Lane to provide a separate left-turn lane. The distance of that widening is approximately 1,000 feet. Below are the calculated costs for each of these improvements.

Total ROW dedication: 12.776 Ac. (\$1,252,175 land value)  
Rundberg Lane Improvements: \$976,111  
Parnell Drive: \$735,741  
Ferguson Lane: \$583,102

Total Estimate: **\$3,547,129**

I used the RP spreadsheet you provided and used the appropriate values to determine their calculated demand value, and it looks like that value is approximately \$1.8M. I would like to request a waiver of the TIA requirements for submittal of their preliminary plan, since they are donating and constructing improvements that far exceed their RP value. We are happy to provide a TIA for informational purposes; however, we would prefer not to have the TIA impact the schedule for submittal.

Please let me know your thoughts. Thanks!

**Kathleen G. Smith, P.E., PTOE**  
*Senior Project Manager*  
*Professional Associate*

**HDR**  
504 Lavaca Street, Suite 900  
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Premier Logistics Park

---

**Archived:** Tuesday, March 17, 2020 9:09:45 AM  
**From:** Andre Betit  
**Sent:** Wednesday, November 13, 2019 2:14:00 PM  
**To:** Smith, Kathy  
**Cc:** Teresa Calkins  
**Subject:** RE: Premier Logistics Park  
**Importance:** Normal  
**Attachments:**  
Blank TIA scope.doc ;

---

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André

André Betit, PE  
Traffic Engineering Division Manager  
Travis County Transportation and Natural Resources  
Physical Address: 700 Lavaca Street; Austin, TX 78701  
Mailing Address: P.O. Box 1748; Austin, TX 78701-1748  
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**Kathleen G. Smith, P.E., PTOE**

Senior Project Manager  
Professional Associate

**HDR**

504 Lavaca Street, Suite 900  
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Please let me know your thoughts. Thanks!

**Kathleen G. Smith, P.E., PTOE**

*Senior Project Manager*

*Professional Associate*

**HDR**

504 Lavaca Street, Suite 900

Austin, TX 78701-2817

[D 512.904.3713](tel:512.904.3713) [M 512.632.0546](tel:512.632.0546)

[kathy.smith@hdrinc.com](mailto:kathy.smith@hdrinc.com)

[hdrinc.com/follow-us](https://hdrinc.com/follow-us)

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## TRAFFIC IMPACT ANALYSIS SCOPE AND STUDY AREA

Project Name: **Development Name**  
Location: **XXX**  
Owner's Agent: **XXX**, P.E., PTOE

Date: March 17, 2020  
Phone: (512) **XXX-XXXX**

---

Instructions: Sections I and II of the scope must be approved prior to formal submittal of a Traffic Impact Analysis (TIA). You may receive sign off of both sections concurrently or separately.

### **I. Data Collection**

#### **1. Background Information**

- a. Proposed daily trip generation estimate.
- b. Location/Study area map that specifies major roadways and intersections within study area
- c. The following adopted plans and public infrastructure improvement projects apply to this site:
  - **List all that apply**

**2. Intersections Level of Service:** Calculations for a.m. and p.m. peak hours must be performed for the following intersections, showing (a) existing traffic conditions and (b) projected traffic conditions, identifying site, non-site, and total traffic:

- a. **LIST**
- b. All site driveways

Notes: Existing signal timings shall be used for the intersection unless alternative timing proposals are approved by **the XXX Transportation Department or TXDOT.**

Analysis for each phase/year shall include:

- a. Level of Service by movements
- b. Delay by movements
- c. V/C by movements
- d. Queueing analysis with 95% queue length by movements, vs existing storage bay and/or distance from adjacent intersection(s)

**3. Signal Warrant Analysis:** a Signal Warrant analysis (existing and projected) shall be performed for the following study area intersections:

- a. **LIST**

#### 4. Sight Distance Analysis

- a. When proposed mitigation recommends a new traffic signal be installed, an analysis of the intersection's sight distance on approach to stopped queues (back of queue) should be included.
- b. Intersections or new driveways must provide an analysis of the intersection sight distance.

#### 5. Roadway Sizing Analysis

Roadway analysis must be performed to determine the size and type of roadway for the following roadway segments.

- a. LIST
- b. All connecting internal roadways.

#### 6. Turn Lane Analysis

Turn lane analysis must be performed at all site driveways/roadways to determine if left or right turn lanes are needed to enter the site.

#### 7. Analysis Phases/Years:

- a. LIST

#### 8. School Specific Traffic Assessment:

- a. On-site queuing analysis
- b. Development of a safe route to school program
- c. Documentation that sufficient parking is available for Staff and Students who will be driving to school.

#### 9. Other Considerations:

- a. Counts are to be taken when public schools are in session. If counts are taken while schools are not in session, mathematically determined adjustment factors may be used based on historic nearby traffic counts or as otherwise approved by County staff.
- b. Ensure automated traffic data captures demand. Manual observations or a multiple period analysis may be necessary.
- c. Capture and report data to calibrate model for existing operational analysis (i.e. queue length and approach/movement delay recommended)
- d. Methodology for capacity and level of service shall be Highway Capacity Manual, latest edition (i.e. Synchro, version 10).
- e. Discuss and illustrate methodology for trip distribution.
- f. Discuss and illustrate model calibration (i.e. queue length and approach/movement delay recommended).

## II. Study Assumptions

1. **Data Assumptions** The following assumptions must be included in the analysis. Any change in these assumptions must be approved by the transportation reviewer(s) prior to submittal of the TIA.

- a. Background Traffic – The average annual growth rate shall be calculated using available sources and documented in the report.

b. Background Project: Background projects shall include:

Project Name	Case Number
LIST	

c. Internal Trips /Transit Trips/Walking/Biking: 0%

d. Pass by trip reductions: 0%

2. **Trip Distribution:** Existing Trips and Forecasted Trips to be determined based on existing and historical data. Site Trips to be suggested based on proposed type of land use and an end user’s likely path given site location in relation to other generators and/or attractors.

3. **TIA Format:** This TIA is to be prepared and will be reviewed in a two (2) section format. The first section will be submitted to establish the traffic volume networks for the existing and future periods only. Once the traffic volumes have been reviewed and accepted, the Applicant will prepare the second section, which will include all the information included in the first as well as include the analysis of the traffic volumes required by this scope and will include the identification of needed mitigations. – This section to be included only when agreed to by the developer and the review agencies.

**III. Submittal Requirements**

1. The cover sheet of the TIA must include the Travis County My Permit Now permit number.
2. Submit to Travis County two (2) hard copies and two (2) CD’s containing the items specified below.
3. Submit to the City of XXX four (4) hard copies and four (4) CD’s containing the items specified below.
4. Submit to TxDOT electronically (Austin District and Toll Division) the items specified below.
5. Traffic modeling requirements:
  - a. All timing sheets obtained from various sources (City of XXX, TxDOT, etc.) are to be included in the Appendix of the TIA.
  - b. Submit electronically CD’s (in the number specified or electronically to TxDOT) containing the following: PDF of the TIA, Synchro Network for all conditions analyzed and background DXF or aerial format. Synchro files must be in real world coordinates, Excel spreadsheets with, overall trip generation, internal and pass-by trip capture rates if applicable, site trip distribution & assignment within roadway network and site driveways, A CAD file for the site plan, if available.
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    - Six (6) future conditions (for all years/phases identified in section I of this scope):
      - o (AM No-Build, AM Build, AM Build + Mitigation)



Premier Logistics Park

---

**Archived:** Tuesday, March 17, 2020 9:09:45 AM  
**From:** [Smith, Kathy](#)  
**Sent:** Wednesday, November 13, 2019 12:37:32 PM  
**To:** [Andre Betit](#)  
**Cc:** [Teresa Calkins](#)  
**Subject:** [CAUTION EXTERNAL] RE: Premier Logistics Park  
**Importance:** Normal

---

Understood. Do you have a list of intersections in mind for the scope?

**Kathleen G. Smith, P.E., PTOE**

Senior Project Manager  
Professional Associate

**HDR**

504 Lavaca Street, Suite 900  
Austin, TX 78701-2817  
D 512.904.3713 M 512.632.0546  
[kathy.smith@hdrinc.com](mailto:kathy.smith@hdrinc.com)  
[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

---

**From:** Andre Betit [<mailto:Andre.Betit@traviscountytx.gov>]  
**Sent:** Tuesday, November 12, 2019 2:25 PM  
**To:** Smith, Kathy <[Kathy.Smith@hdrinc.com](mailto:Kathy.Smith@hdrinc.com)>  
**Cc:** Teresa Calkins <[Teresa.Calkins@traviscountytx.gov](mailto:Teresa.Calkins@traviscountytx.gov)>  
**Subject:** FW: Premier Logistics Park

Hi Kathy,

I have been involved with looking at this one with Teresa. Last time we talked with them about traffic their engineer at the time mentioned that this site could be a combination of warehousing and fulfillment center and this would affect the RP calculations. In addition, Since Parnell Drive is an internal street, it would not count toward the RP calculation.

Given the size of the development and the traffic anticipated if it is just warehouse, which needs to be confirmed, we would require a TIA.

Thanks,

André

André Betit, PE  
Traffic Engineering Division Manager  
Travis County Transportation and Natural Resources  
Physical Address: 700 Lavaca Street; Austin, TX 78701  
Mailing Address: P.O. Box 1748; Austin, TX 78701-1748  
(512) 854-8757  
[andre.betit@traviscountytx.gov](mailto:andre.betit@traviscountytx.gov)

---

**From:** Smith, Kathy [<mailto:Kathy.Smith@hdrinc.com>]  
**Sent:** Friday, November 08, 2019 3:22 PM  
**To:** Andre Betit  
**Subject:** [CAUTION EXTERNAL] Premier Logistics Park

**CAUTION:** This email is from OUTSIDE Travis County. Links or attachments may be dangerous. Click the Phish Alert button above if you think this email is malicious.

---

Hi Andre,

This is information on the project I discussed with you yesterday. As shown on the enclosed site plan, this is a warehousing project consisting of approximately 1.25M SF of building. My client has spent the past six months working with the surrounding neighbors to get agreement on the alignment for the proposed Rundberg Lane extension, and he met with Teresa to get the County's buy off on the alignment, as well. They are days away from receiving a memo from Teresa indicating that the alignment through my client's property is approved.

As shown on the plan, this project is located east of the intersection of Ferguson Lane and Sprinkle Road/Tuscany Way. If you are traveling eastbound on Ferguson Lane, starting west of Sprinkle Road, you would cross Sprinkle Road and then be on Rundberg Lane. If you wanted to continue east on Ferguson Lane, you could make a right-turn onto that roadway. The approximate distance from Sprinkle Road to the new Ferguson Lane intersection is 570 feet. As you can see, Ferguson Lane would be reconstructed to form a 90 degree intersection with Rundberg Lane. The project would be dedicating the ROW for Rundberg Lane, as shown, and building approximately 2,100 feet of that roadway. They are also dedicating ROW and building a public roadway to be called Parnell Dr., and they will be widening Ferguson Lane from Rundberg Lane to their proposed driveway on Ferguson Lane to provide a separate left-turn lane. The distance of that widening is approximately 1,000 feet. Below are the calculated costs for each of these improvements.

Total ROW dedication: 12.776 Ac. (\$1,252,175 land value)  
Rundberg Lane Improvements: \$976,111  
Parnell Drive: \$735,741  
Ferguson Lane: \$583,102

Total Estimate: **\$3,547,129**

I used the RP spreadsheet you provided and used the appropriate values to determine their calculated demand value, and it looks like that value is approximately \$1.8M. I would like to request a waiver of the TIA requirements for submittal of their preliminary plan, since they are donating and constructing improvements that far exceed their RP value. We are happy to provide a TIA for informational purposes; however, we would prefer not to have the TIA impact the schedule for submittal.

Please let me know your thoughts. Thanks!

**Kathleen G. Smith, P.E., PTOE**



Senior Project Manager  
Professional Associate

**HDR**

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Premier Logistics Park

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**Archived:** Tuesday, March 17, 2020 9:09:45 AM  
**From:** Andre Betit  
**Sent:** Tuesday, November 12, 2019 2:24:00 PM  
**To:** Smith, Kathy  
**Cc:** Teresa Calkins  
**Subject:** FW: Premier Logistics Park  
**Response requested:** No  
**Importance:** Normal  
**Attachments:**  
[2019-11-05\\_Site Plan.pdf](#);

---

Hi Kathy,

I have been involved with looking at this one with Teresa. Last time we talked with them about traffic their engineer at the time mentioned that this site could be a combination of warehousing and fulfillment center and this would affect the RP calculations. In addition, Since Parnell Drive is an internal street, it would not count toward the RP calculation.

Given the size of the development and the traffic anticipated if it is just warehouse, which needs to be confirmed, we would require a TIA.

Thanks,

André

André Betit, PE  
Traffic Engineering Division Manager  
Travis County Transportation and Natural Resources  
Physical Address: 700 Lavaca Street; Austin, TX 78701  
Mailing Address: P.O. Box 1748; Austin, TX 78701-1748  
(512) 854-8757  
[andre.betit@traviscountytx.gov](mailto:andre.betit@traviscountytx.gov)

---

**From:** Smith, Kathy [mailto:Kathy.Smith@hdrinc.com]  
**Sent:** Friday, November 08, 2019 3:22 PM  
**To:** Andre Betit  
**Subject:** [CAUTION EXTERNAL] Premier Logistics Park

**CAUTION:** This email is from OUTSIDE Travis County. Links or attachments may be dangerous. Click the Phish Alert button above if you think this email is malicious.

Hi Andre,

This is information on the project I discussed with you yesterday. As shown on the enclosed site plan, this is a warehousing project consisting of approximately 1.25M SF of building. My client has spent the past six months working with the surrounding neighbors to get agreement on the alignment for the proposed Rundberg Lane extension, and he met with Teresa to get the County's buy off on the alignment, as well. They are days away from receiving a memo from Teresa indicating that the alignment through my client's property is approved.

As shown on the plan, this project is located east of the intersection of Ferguson Lane and Sprinkle Road/Tuscany Way. If you are traveling eastbound on Ferguson Lane, starting west of Sprinkle Road, you would cross Sprinkle Road and then be on Rundberg Lane. If you wanted to continue east on Ferguson Lane, you could make a right-turn onto that roadway. The approximate distance from Sprinkle Road to the new Ferguson Lane intersection is 570 feet. As you can see, Ferguson Lane would be reconstructed to form a 90 degree intersection with Rundberg Lane. The project would be dedicating the ROW for Rundberg Lane, as shown, and building approximately 2,100 feet of that roadway. They are also dedicating ROW and building a public roadway to be called Parnell Dr., and they will be widening Ferguson Lane from Rundberg Lane to their proposed driveway on Ferguson Lane to provide a separate left-turn lane. The distance of that widening is approximately 1,000 feet. Below are the calculated costs for each of these improvements.

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Rundberg Lane Improvements: \$976,111  
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Ferguson Lane: \$583,102

Total Estimate: **\$3,547,129**

I used the RP spreadsheet you provided and used the appropriate values to determine their calculated demand value, and it looks like that value is approximately \$1.8M. I would like to request a waiver of the TIA requirements for submittal of their preliminary plan, since they are donating and constructing improvements that far exceed their RP value. We are happy to provide a TIA for informational purposes; however, we would prefer not to have the TIA impact the schedule for submittal.

Please let me know your thoughts. Thanks!

**Kathleen G. Smith, P.E., PTOE**

Senior Project Manager  
Professional Associate

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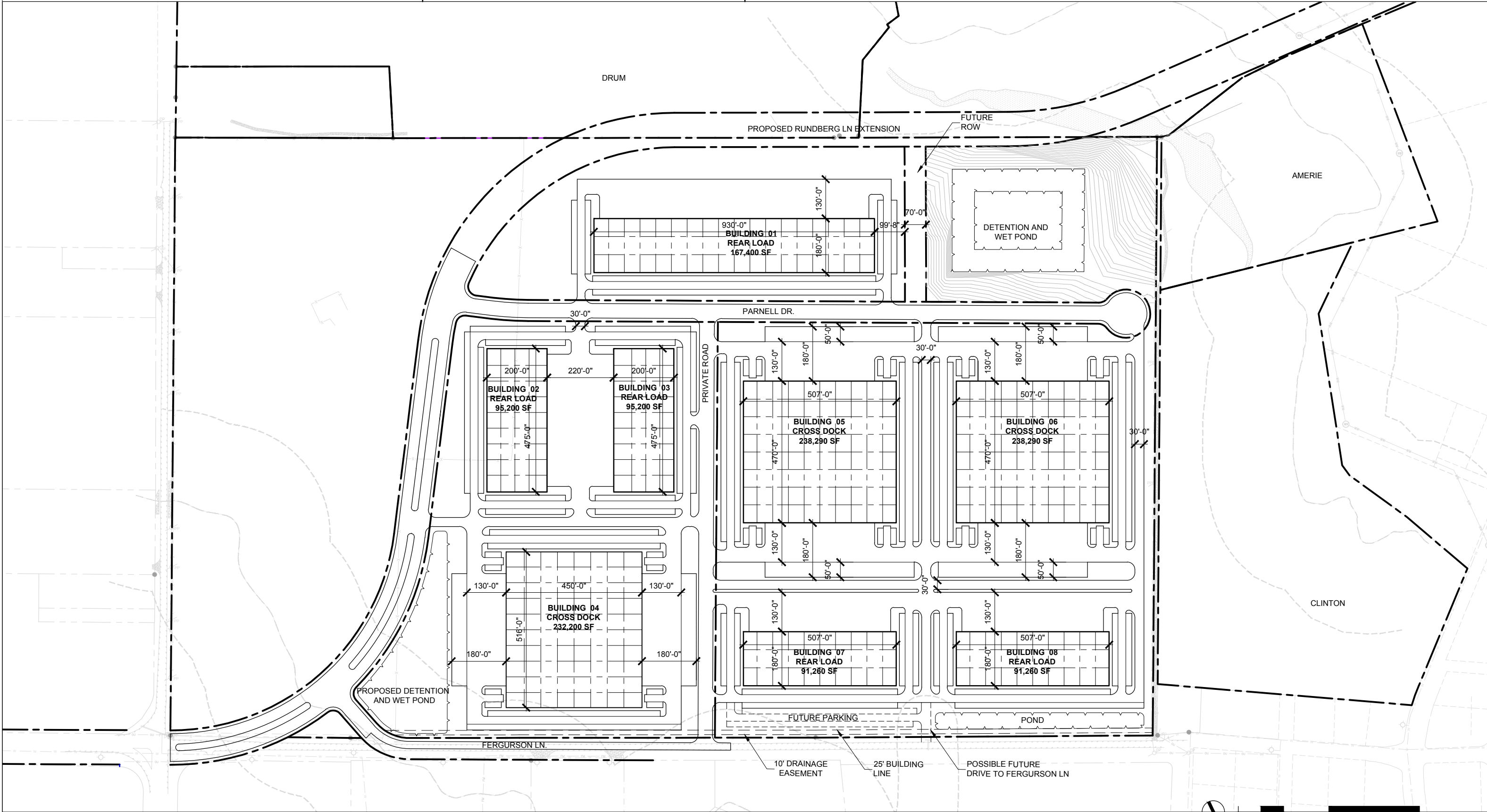
2019-11-05\_Site Plan.pdf

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# OVERALL MASTERPLAN

TOTAL SITE AREA : 148.27 AC (6,458,741 SF)

BUILDING AREA : 1,249,100 SF



**PREMIER LOGISTIC PARK**  
a project for  
**HILLWOOD**

HOUSTON

05 NOVEMBER 2019

TEXAS

191048

**powers  
brown  
archi  
ecture**

Rundberg/Ferguson Alignment

---

**Archived:** Tuesday, March 17, 2020 9:09:45 AM

**From:** Teresa Calkins

**Sent:** Friday, November 8, 2019 4:40:35 PM

**To:** 'Andy Sernovitz'

**Cc:** Jeffrey Travillion; Deone Wilhite; Cynthia McDonald; Sydnie Crosbie; Anna Bowlin; David Greear; Charlie Watts; Andre Betit

**Subject:** RE: Rundberg/Ferguson Alignment

**Importance:** Normal

**Attachments:**

TNR GasPedal 2019-10-31.docx ;Option1Map[1].pdf;

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Andy, thank you for your attached message. We do however need to complete the matter of the proposed arterial right of way alignment on the Hillwood tract – we have undertaken several months of discussion, met with neighbors on several occasions, and requested that neighbors provide their written commentary regarding Hillwood’s proposal by mid-September. All responses received were in concurrence with the portion of the alignment within the Hillwood tract.

Our concurrence letter to Hillwood, which you will also receive a copy, does not address an evaluation between the Option 1 and Option 2 alignments on your tract, as the evaluation would necessarily address both a cost share for a revised Arterial A intersection design as well as vetting of the proposed alignment with you and the Amerie’s, who share your southern property boundary. We are available to discuss the alignment of the proposed arterial on your tract.

Thanks,

**Teresa Calkins, P.E.**

Travis County TNR

Development Services

(512) 854-7569 Direct

[Teresa.Calkins@traviscountytx.gov](mailto:Teresa.Calkins@traviscountytx.gov)

Free language assistance can be provided upon request.

Ayuda gratuita en su idioma se puede proporcionar por petición.

**Check the status of your permit application anytime online at [MyPermitNow.org](http://MyPermitNow.org)**

---

**From:** Andy Sernovitz <[andy@gaspedal.com](mailto:andy@gaspedal.com)>

**Sent:** Friday, November 01, 2019 1:35 PM

**To:** Teresa Calkins <[Teresa.Calkins@traviscountytx.gov](mailto:Teresa.Calkins@traviscountytx.gov)>

**Cc:** Jeffrey Travillion <[Jeffrey.Travillion@traviscountytx.gov](mailto:Jeffrey.Travillion@traviscountytx.gov)>; Deone Wilhite <[Deone.Wilhite@traviscountytx.gov](mailto:Deone.Wilhite@traviscountytx.gov)>

**Subject:** Rundberg/Ferguson Alignment

Hi Teresa –

Attached is a memo regarding the alignment, and a suggested path to a quick and equitable resolution for all.

We are working hard to build bridges. We are the only party offering to give up more land in the service of the community and all stakeholders. And the adjustment we are hoping for has zero impact on other stakeholders.

Thank you for your time and consideration.

Andy Sernovitz

---

**Andy Sernovitz**

512-213-4400 - [LinkedIn](#)

CEO: [Board.org](#) - [SocialMedia.org](#) - [GasPedal](#)

[My book](#) - [Interesting, meaningful jobs](#)

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