CITY OF JUSTIN
PLANNING AND ZONING COMMISSION AGENDA
APRIL 15, 2025
415 N. COLLEGE AVE.
6:30 PM

1. <u>WORK SHOP SESSION AGENDA (6:30 PM)</u>

A. Call to Order and Roll Call.

B. Briefing regarding the March 27th and April 10th Council Meetings.

   a. Sign Kiosk Agreement (March 27th)

   b. Demolition Permit Moratorium Old Town (March 27th)

   c. Cuesta Annexation (March 27th)

   d. Treeline Interlocal Agreement (April 10th)

C. Discuss Legislative Updates

D. Discuss Old Town Phase III Preliminary Schedule

E. 112 W 4th Street Property

F. Update on Developments in the City of Justin

G. Discuss regular agenda items.

H. Adjourn.

2. <u>CONVENE INTO REGULAR SESSION AT 7:30 PM</u>

3. CALL TO ORDER AND ROLL CALL

4. PLEDGE OF ALLEGIANCE

5. PUBLIC COMMENT:

In order to the business flow and provide all citizens the opportunity to speak, the Planning & Zoning Commission Chair may impose a three-minute limit on any person addressing the Commission. Speaker slips must be completed prior to speaking. To allow the public the ability to participate in the public comment portion and not attend the meeting in person, the City allows the following: email comments may be submitted with name and address to the Director of Planning and Development Services by 5:00 pm on the day of the meeting to

mcyr@cityofjustin.com. Staff will read any received email to Commission during the discussion of this item. **Please identify the agenda item to discuss.**

6. PUBLIC HEARING:

A. Conduct a Public Hearing to hear concerns for or against a recommendation to City Council to rezone the subject property from Residential Estate Single Family (SF-RE) to Planned Development- Single-Family Residential- Medium (PD-SF-2) legally described as a tract of land totaling approximately 537.18 acres, located within the following survey abstracts in Denton County, Texas: A1125A W.D. REED, TR 7, 53.76 ACRES, OLD DCAD TR #3, A0419A W.A. FERRIS, TR 7, 39.044 ACRES, OLD DCAD TR 5, A0419A W.A. FERRIS, TR 8, 52.208 ACRES, OLD DCAD TR 6, A0993A MARY POLK, TR 42, 219.812 ACRES, OLD DCAD SHT 1, TR #6, A0993A MARY POLK, TR 39A & 41A, 158.80 ACRES, RANGE HILL ADDN BLK 1 LOT RANGE HILL RD 1.81 ACRES, A0419A W.A. FERRIS, TR 9, 11.0541 ACRES, OLD DCAD TR 7A(1)

B. Consider and act upon a recommendation to City Council to rezone the subject property from Residential Estate Single Family (SF-RE) to Planned Development- Single-Family Residential- Medium (PD-SF-2) legally described as a tract of land totaling approximately 537.18 acres, located within the following survey abstracts in Denton County, Texas: A1125A W.D. REED, TR 7, 53.76 ACRES, OLD DCAD TR #3, A0419A W.A. FERRIS, TR 7, 39.044 ACRES, OLD DCAD TR 5, A0419A W.A. FERRIS, TR 8, 52.208 ACRES, OLD DCAD TR 6, A0993A MARY POLK, TR 42, 219.812 ACRES, OLD DCAD SHT 1, TR #6, A0993A MARY POLK, TR 39A & 41A, 158.80 ACRES, RANGE HILL ADDN BLK 1 LOT RANGE HILL RD 1.81 ACRES, A0419A W.A. FERRIS, TR 9, 11.0541 ACRES, OLD DCAD TR 7A(1).

C. Conduct a Public Hearing to hear concerns for or against a recommendation to City Council to amend the Unified Development Code establishing the Old Town Area as a Historical Preservation District with the boundaries set as the area within the boundaries as follows: Beginning on West 12th Street proceeding East to North FM Rd 156, proceeding South on N FM 156 to West 1st Street, proceeding West on West 1st Street to Leuty Street, proceeding north on Leuty Street to West 7th Street, proceeding East on West 7th Street to 12th Street, proceeding East on 12th Street to N FM 156.

D. Consider and act upon a recommendation to City Council to amend the Unified Development Code establishing the Old Town Area as a Historical Preservation District with the boundaries set as the area within the boundaries as follows: Beginning on West 12th Street proceeding East to North FM Rd 156, proceeding South on N FM 156 to West 1st Street, proceeding West on West 1st Street to Leuty Street, proceeding north on Leuty Street to West 7th Street, proceeding East on West 7th Street to 12th Street, proceeding East on 12th Street to N FM 156.

7. FUTURE AGENDA ITEMS:

8. DEVELOPMENT UPDATE:

A. Development Update

9. EXECUTIVE SESSION :

Any item on this posted agenda could be discussed in Executive Session as long as it is within one of the permitted categories under sections 551.071 through 551.076 and Section 551.087 of the Texas Government Code.

10. ADJOURNMENT:

I, the undersigned authority, do hereby certify that the above notice of the meeting of the City Planning & Zoning Commission of the City of Justin, Texas, is a true and correct copy of the said notice that I posted on the official bulletin board at Justin Municipal Complex, 415 North College Street, Justin, Texas, a place of convenience and readily accessible to the general public at all times.

Said notice has been posted this 9th of April by 5:00 p.m., at least 72 hours preceding the scheduled meeting time.

Matthew Cyr

Matthew Cyr, Director Development Services and Economic Development

NOTE: THE CITY OF JUSTIN COUNCIL CHAMBERS ROOM IS ACCESSIBLE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT. THE CITY WILL PROVIDE SIGN LANGUAGE INTERPRETERS FOR THE HEARING IMPAIRED, IF REQUESTED AT LEAST 48 HOURS IN ADVANCE OF THE SCHEDULED MEETING. PLEASE CALL THE CITY DEVELOPMENT SERVICES DEPARTMENT

Planning and Zoning Commission Coversheet
April 15, 2025
415 N. COLLEGE AVE.

Agenda Item: C. (WORK SHOP SESSION AGENDA (6:30 PM))

Title: Discuss Legislative Updates

Department: Administration

Contact:

Recommendation:

Discuss accordingly.

Background:

Discuss the legislative updates in the report as attached.

City Attorney Review: No

Attachments:

1. 3-27-25 COJ Legislative Update Workshop

JUSTIN
1887

March 27, 2025 Legislative Update Workshop
89th Legislature City Related Bills Filed

COURT

HJR 140/SJF 27 (Holt/Huffman) - Proposing a constitutional amendment regarding the membership of the State Commission on Judicial Conduct and the authority of the commission and the Texas Supreme Court to more effectively sanction judges and justices for judicial misconduct.

SB 430 (Miles) – Juvenile Offenses: Relating to the age of a child at which a juvenile court may exercise jurisdiction over the child and to the minimum age of criminal responsibility.

This bill will: (1) increase the minimum age from 10 years of age to 12 years of age for which a child can be: (a) prosecuted for a misdemeanor punishable by fine only or a violation of a penal ordinance of a political subdivision; or (b) taken into custody for an offense under the jurisdiction of a justice court or municipal court; and (2) increase the minimum age for which a child is presumed incapable of committing an misdemeanor punishable by fine only or a violation of a penal ordinance of a political subdivision from 10 years of age to 12 years of age.

SB 539 (Johnson) – Appearance by Telephone of Videoconference: Relating to a defendant's appearance by telephone or videoconference in a justice or municipal court.

This would allow a justice or municipal court judge to allow a defendant to appear for a hearing by telephone or videoconference if the justice or judge determines that appearing in person would impose an undue hardship on the defendant.

SB 989 (Bettencourt) – Criminal Background Checks for Judges: Relating to criminal history record information for certain master, magistrate, referee, associate judge, or other court official applicants appointed or employed to serve in a state court.

HB 162/SB 1362 (Cain/Hughes) - Relating to prohibiting the recognition, service, and enforcement of Extreme Risk Protective Orders (ERPO); creating a criminal offense.

An ERPO is a court order, warrant, or executive order intended to reduce the risk of injury or death involving a firearm by: Prohibiting a person from owning, possessing, or receiving a firearm; and Requiring a person to surrender a firearm or otherwise removing a firearm from a person. ERPOs are only covered under this law if they are not based on conduct resulting in a criminal charge.

HB 743 (Bernal) - Municipal Court Fines: Relating to a justice or municipal court's authority to order a defendant confined in jail for failure to pay a fine or cost or for contempt and to the authority of a municipality to enforce the collection of certain fines by imprisonment of the defendant.

HB 1363 (Hernandez) - Judicial Training: Relating to implicit bias training for justices and judges of state courts, judicial officers, certain court personnel, and attorneys licensed to practice law in this state.

HB 1511 (Hickland) - Relating to the authority of a political subdivision to adopt or enforce a juvenile curfew; creating criminal offenses.

This bill repeals certain existing juvenile curfew laws and updates procedures for processing juvenile offenders.

HB 1666 (Canales) - Relating to the expunction of arrest records and files relating to certain nonviolent misdemeanor offenses.

This bill allows individuals to have arrest records and files expunged for certain nonviolent misdemeanor offenses if specific criteria are met.

HB 1748/SB 303 (Darby/Perry) - Court Interpreters: Relating to the appointment of spoken language interpreters for certain court proceedings.

This would allow a court to appoint a spoken language interpreter who is not a certified or licensed court interpreter under certain conditions.

HB 1749/SB 304 (Darby/Perry) – Code Enforcement: Relating to the jurisdiction of municipal courts over health and safety and nuisance abatement ordinances.

HB 1765 (Jones) - Relating to issuance of an arrest warrant or search warrant authorizing the use of a no-knock entry by a peace officer.

HB 1831/HB 2514 (Johnson/Fischer) – Drug Court: Relating to the eligibility to participate in certain drug court programs. This bill allows a municipality establish certain types of drug court programs.

HB 1950 (Capriglione) - Municipal Court Building Security and Technology Funds: Relating to the consolidated municipal court security and technology fund in certain municipalities.

HB 1982 (Hopper) - Relating to limitations on federal authority and federal agents in this state, including the licensure of federal agents and special procedures for executing federal warrants; creating a criminal offense.

HB 2234/SB 1306 (Dutton/Cook) - Relating to the age of criminal responsibility and to certain substantive and procedural matters related to that age.

Unless previously determined, a person may not be prosecuted for or convicted of any offense committed before reaching 18 years of age except for certain offenses.

HB 2847 (Dutton) - Relating to truancy and parental contribution to nonattendance of school; increasing a criminal penalty.

ELECTIONS

SB 891 (Johnson) – Elections: Relating to penalties for intimidation and harassment of election officials and election interference; creating criminal offenses.

This bill aims to protect election officials from harassment and interference while carrying out their duties. While we contract with Denton County for elections, this bill would apply to the election officials that are assigned to us.

SB 892 (Johnson) – Elections: Relating to voter registration.

This bill focuses on provisions related to voter registration and early voting procedures by allowing individuals to register to vote at polling places during early voting and provides a clear process for handling provisional ballots. It will also streamline the election process by requiring timely verification of ballots and setting a clear deadline for canvassing the vote.

SB 931 (Hall) – Canvassing: Relating to the process of canvassing elections.

This bill provide that: (1) the canvassing authority shall compare the precinct returns with the corresponding tally list; (2) the presiding officer of the canvassing authority shall verify that the precinct returns are accurately reflected in the county returns prepared by the general custodian of records; and (3) the general custodian of records shall preserve the records delivered under (2), above, for the period for preserving the precinct election records.

SB 1076 (Hall) – Voter Identification: Relating to permitted forms of identification for the purpose of accepting a voter.

This would provide that a driver's license, other than certain driver's license, provisional license, learner license or occupational driver's license issued to specific non-United States citizens or nationals, that has not expired or that expired no earlier than one year before the date of presentation shall be an acceptable form of photo identification for purposes of voting.

SB 1209 (Hughes) – Uniform Election Date: Relating to the uniform election date.

This *bill amends the Texas Election Code to establish a uniform election date, specifically designating that runoff elections shall be held on a Tuesday instead of the previously allowed Saturday. It also modifies the heading of Section 41.001 to reflect the singular "UNIFORM ELECTION DATE" and clarifies that all elections in Texas, with certain exceptions, must occur on a Tuesday.* ***Additionally, the bill mandates that political subdivisions holding general elections on dates other than the November uniform election date must change to the November date by December 31, 2025. Further amendments include the repeal of specific provisions related to election dates and the removal of the option for elections to be held on Saturdays.*** *The bill also specifies that if a special election is required by law, it must be held on an authorized uniform election date within the designated period unless it is not feasible.*

HB 1661 **(Vasut) – Election Supplies**: Relating to election supplies and the conduct of elections; creating criminal offenses; increasing criminal penalties.

This bill imposes criminal penalties for failures or obstructions related to the procurement, distribution, or handling of election materials.

HB 1968 **(Cook) – Election Services Contracts**: Relating to a duty to contract for election services furnished for an election held on the first Saturday in May in an even-numbered year.

This bill provides that if requested to do so by a political subdivision, including a city, the county elections administrator shall enter into a contract to furnish the election services requested, in accordance with a cost schedule agreed on by the contracting parties.

HB 2082 **(Bucy) – Elections**: Relating to ensuring access to the right to vote by all eligible voters.

This bill introduces numerous changes to voting procedures, including voter registration at polling places, extended early voting, electronic absentee ballots, and more flexible rules for early voting by mail. There will likely need to be changes to adjust election processes to comply with these changes, especially regarding voter registration at polling places and the new procedures for mail-in ballots and ballot delivery. Additionally, the bill expands access to voting and streamlines the process for both voters and election officials.

HB 2424 **(Hayes) – Voter Identification**: Relating to acceptable forms of photo identification for the purposes of voting.

This bill would provide that certain driver's license, provisional license, learner license or occupational driver's license issued to specific non-United States citizens or nationals shall not be an acceptable form of photo identification for purposes of voting.

HB 2442 **(Bucy) – Early Voting by Mail**: Relating to an application for an early voting ballot by mail.

This bill would provide that an application for a ballot to be voted by mail serves as an application both for a ballot for the main election and for any resulting runoff election unless the applicant indicates otherwise on the application.

HB 2502 **(Dorazio) – Voting System Equipment**: Relating to software installed in certain voting system equipment.

This would provide that, in addition to other requirements for approval of a voting system or voting system equipment to be used in an election, each unit of electronic equipment in a voting system must be equipped with software that: (1) tracks all input and activity on the electronic equipment; (2) is capable of creating a record of the information tracked; and (3) cannot be disabled.

HB 2579 **(Olcott) – Polling Location**: Relating to the use of a public school as a polling place.
This bill provided that a polling place may not be located on a public primary or secondary school campus.

FINANCE

SB 1253 (Perry) – impact fee credits related to water and wastewater management in developments.

The bill is designed to incentivize developers and builders to integrate water conservation, reuse, and efficiency technologies into new developments. The primary goal of the bill is to provide financial credits against water and wastewater impact fees, which are typically assessed to developers when they construct new developments that require water and wastewater services. By offering credits for adopting water-saving practices, the bill seeks to promote environmental sustainability and reduce the strain on local infrastructure. While the bill aims to incentivize water conservation, the credits provided could reduce the revenue generated from impact fees, which are typically used to fund infrastructure projects.

HB 217 (Harrison) - Relating to the vote required in an election to approve an ad valorem tax rate that exceeds a taxing unit's voter-approval tax rate; making conforming changes.

This bill would raise the threshold to 60% for the Voter Approved Rate above 3.5%.

HB 250 (Harrison) - Relating to the calculation of certain ad valorem tax rates of a taxing unit and the manner in which a proposed ad valorem tax rate that exceeds the voter-approval tax rate is approved; making conforming changes.

This bill does not look coherent in its current state, but is an obvious attempt to limit the ability of taxing jurisdictions to during the approval process. It also removes the exemption of some taxing jurisdiction (mainly higher ed) to approve up to the 8% mark. We fully expect a committee substitute with more detail.

HB 416 (Tepper) - Relating to the deadlines for performing various functions in connection with the ad valorem tax system.

This bill extends the appraisal districts window for providing certified data. This would help fix some collection rate issues, but would significantly shorten the window to adopt our tax rate.

- ***Certification of Appraisal Rolls**: The deadline for chief appraisers to prepare and certify appraisal rolls to tax assessors is extended from July 25 to August 25.*
- ***Submission of Appraisal Rolls and Collection Rates**: Tax assessors and collectors are granted more time, moving their submission deadline from August 1 to September 1.*
- ***Calculation and Posting of Tax Rates**: The deadline for designated officers or employees to calculate and post tax rates is shifted from August 7 to September 7.*
- ***Adoption of Tax Rates by Governing Bodies**: The timeframe for governing bodies to adopt tax rates is adjusted from the 60th day to the 30th day after receiving the certified appraisal roll.*
- ***Appraisal Review Board Approvals**: The deadline for appraisal review boards to approve appraisal records is moved from July 20 to August 20.*
- ***Filing of Protests by Property Owners**: The period for property owners to file protests is extended from the 30th day to the 60th day after receiving notice.*

HB 763 (Cain) - Relating to the repeal of provisions authorizing certain taxing units in the year following the year in which a disaster occurs to adopt an ad valorem tax rate that exceeds the voter-approval tax rate without holding an election to approve the adopted tax rate; making conforming changes.

This removes the disaster provisions and would prevent tax increases above the threshold without voter approval when a disaster is declared.

HB 884/SB 178 (Hernandez/Menendez) - Relating to the municipal sales and use tax for street maintenance.

This bill amends the Texas Tax Code to modify the municipal sales and use tax for street maintenance. The bill introduces new provisions allowing municipalities to reauthorize the tax for a period of either eight or ten years, provided that a majority of voters in the last two elections favored the tax and it has not expired since those elections. The reauthorization process will follow the same procedures as the initial adoption of the tax, with specific ballot language detailing the tax's purpose and expiration terms. Additionally, the bill clarifies that the tax revenue can be used for maintaining and repairing municipal streets, sidewalks, and related water, wastewater, or stormwater systems.

The bill also updates the expiration terms for the sales and use tax, specifying that the tax will expire on the first day of the first calendar quarter after the fourth, eighth, or tenth anniversary of its last reauthorization, depending on the circumstances. The changes made by this bill will only apply to taxes adopted or reauthorized after the effective date of the bill, ensuring that previously established taxes remain governed by the prior law.

HB 924 (Schofield) - Relating to the location where certain sales are consummated for purposes of local sales and use taxes.

This bill proposes changes to the Tax Code concerning the determination of where certain sales are consummated for local sales and use tax purposes. Specifically, the bill stipulates that if certain subsections do not apply, a sale of a taxable item is considered consummated at the location in Texas where the item was stored immediately before shipment, delivery, or transfer of possession to the customer. This represents a change from the current law, which may consider the location where the item is shipped, delivered, or where the customer takes possession as the point of consummation.

HB 1433 (Hickland) - Relating to efficiency audits for certain political subdivisions.

This bill would require the following and would be "new" law. It proposes mandatory efficiency audits for certain political subdivisions in Texas that exceed the "no-new-revenue tax rate" for five consecutive years.

HB 1519/SB 533 (Schofield/Sparks) - Relating to the election date for the authorization of the issuance of bonds or a tax increase.

This bill requires elections for bonds or a tax increase to be held on the November uniform election date by eliminating the May election date for bond elections.

***TML provided written testimony* regarding the potential impacts to cities.**

HB 2962 **(Barry)** - Relating to an exemption from taxes imposed on the gross receipts of electricity sold to political subdivisions.

This bill exempts all political subdivisions, including cities, from paying the miscellaneous gross receipts tax (MGRT) on their electric utility bills. Currently, only school districts are exempt from paying this tax, but if this bill passes, it will save cities money on their electric utility bills.

HUMAN RESOURCES

SB 777/HB 3171 **(Hughes/Lujan) - *Collective Bargaining:*** Relating to compensation and employment condition standards by municipal charter or collective bargaining agreement and to impasse resolution in collective bargaining with certain political subdivisions.

This bill establishes a framework for municipalities to resolve disputes regarding compensation, working hours, and other employment conditions for firefighters. The city's charter or collective bargaining agreement will be key in determining compliance with prevailing wage standards and how disputes are arbitrated. It also emphasizes the use of local impasse resolution mechanisms, allowing flexibility in handling disputes without defaulting to state arbitration laws. The City will need to ensure that its charter or any existing collective bargaining agreements are aligned with the provisions outlined in this bill. The changes will apply only to charters, agreements, or arbitration awards that are in effect on or after the bill's effective date, which could be immediate or set for September 1, 2025, depending on legislative approval.

SB 781/HB 2486 **(King/Hefner) Law Enforcement Personnel Files** Relating to certain files maintained by a law enforcement agency regarding certain employees of the agency.

This would establish requirements for maintaining and handling personnel files for law enforcement officers. It establishes confidentiality for certain documents related to officers' misconduct and ensures that these records are not publicly accessible or disclosed without proper authorization.

SB 1331/HB 2713 **(Hancock/Darby) - Civil Service Repeal –** Relating to the repeal of a municipal civil service system for firefighters and police officers in certain municipalities.

This would provide that the ability for voters to petition for an election to repeal civil service only applies in a city with a population of less than 70,000 that has operated under civil service for its police officers or firefighters for at least one year.

HB 1654 **(Canales) - Injuries in the Scope of Duty**: Relating to the employment of certain peace officers, detention officers, county jailers, or firefighters who are injured in the course and scope of duty.

This would outline protections for peace officers, detention officers, county jailers, and firefighters who are injured in the course of their duty.

HB 1677 **(Canales) – Firefighter Investigations:** Relating to the investigation of municipal fire fighters in certain municipalities.

This would provide that

1. *A city with a population of 10,000 or more, regardless of whether the city is covered by a meet and confer or collective bargaining agreement, shall not take punitive action (suspension, indefinite suspension, demotion, reprimand, or any combination of these actions) against a paid employee of a city fire department unless an administrative investigation has been conducted by the city in accordance with specific investigation procedures that apply to the investigation of police officers and firefighters in civil service cities or other applicable law; and*
2. *A copy of a signed complaint against a firefighter shall be given to the firefighter in accordance with certain procedures that apply to the investigation of police officers and firefighters in civil service cities.*

HB 1797 (Bucy) - Employee Drug Testing: Relating to drug testing and prescription drug policies for employees and independent contractors of state agencies and political subdivisions regarding the medical use of low-THC cannabis and hemp.

This bill provides significant protections for employees and independent contractors regarding the use of low-THC cannabis and hemp. It prohibits discrimination or testing for cannabinoids unless exceptions apply (e.g., peace officers or certain regulated employees). It also ensures privacy protections around medical cannabis use and provides legal recourse for those whose rights are violated. Cities will need to ensure compliance with this law, particularly regarding their drug testing policies.

HB 1896 (Cole) - Mental Health Leave: Relating to a mental health leave policy for certain telecommunicators.

This bill would among other things, provide that each law enforcement agency, and each agency of the state or of a political subdivision that employes a full-time telecommunicator for emergency medical services, shall develop and adopt a policy allowing the use of mental health leave by the telecommunicator employed by the agency who experiences a traumatic event in the scope of that employment.

HB 1924 (Bryant) - Employment Restriction: Relating to employment restrictions for certain former county or municipal officers and employees.

This would provide that:

1. *A former county or city officer or employee who during the period of county or city service or employment participated on behalf of the county or city in a contract negotiation or procurement involving a person may not accept employment from that person before the second anniversary of the date the contract is signed, or the procurement is terminated or withdrawn; and*
2. *The governing body of a county or city may, on an individual basis, wave the applicability of the prohibition under (1) above for a former county or city officer or employee who submits to the governing body an application for a waiver from the prohibition in the form and manner the governing body requires.*

HB 1985 (Hickland) - Firefighters 'Age Limit; Relating to the age limit for a beginning position in a fire department under municipal civil service.

This would provide that, in a city that has adopted civil service, the maximum age limit for a person to be certified as eligible for a beginning position in a fire department shall be 45 years of age.

HB 2005 (Toth) - Salary Limitations; Relating to a limitation on the salary paid to officers and employees of this state and political subdivisions of this state.

This would among other things provide that the salary of an officer or employee of a political subdivision, including a city, may not exceed 150 percent of the amount of the salary set for the governor.

HB 2009 (Hernandez) - Occupational Medical Examinations; Relating to an annual occupational medical examination for fire fighters.

This would among other things provide that :

1. *A fire department shall offer an annual occupational medical examination to each firefighter employed by the fire department at no cost to the firefighter;*
2. *The annual occupational medical examination must be confidential and include; (a) a blood test; (b) a urine test (c) a pulmonary function test; (d) an electrocardiogram; € an infectious disease screening; (f) a cancer screening, and (g) a chest Xray every five years;*
3. *A fire department is not required to offer an annual occupational medical examination if the fire department offers an annual occupational medical examination under an annual occupational medical examination plan submitted to the Texas Commission on Fire Protection by February 1 of each year and;*
4. *The plan described in (3) above must be endorsed by a physician and be substantial compliance with standards developed by the National Fire Protection Association.*

HB 2098 (Martinez) - Civil Service System: Relating to applicability of the civil service system for municipal firefighters and police officers and sheriff's departments.

This would among other things, provide that:

1. *A city that has a population of 25,000 or more and that has a paid fire department or police department shall automatically become a civil service city; and*
2. *Each firefighter, employee of the fire department whose primary duties are to provide emergency medical services, or police officer who has been in the service of a city described in (1) above, for more than six months at the time this bill first becomes applicable to the city and who is entitled to civil service classification has the status of a civil service employee and is not required to take a competitive examination to remain in the position the person occupies at the time this bill first becomes applicable to the city.*

HB 2387 (Wilson) - Presumption: Relating to the entitlement to benefits for chaplains employed by certain fire departments, police departments, and other law enforcement agencies.

This would expand the applicability of the disease presumption benefits to an individual who is employed or formally designated as a Chaplin for an organized volunteer firefighting unit or other fire department of the state or of a political subdivision or a law enforcement agency of the state or of a political subdivision of the state.

HB 2414 (Cole) - Post-traumatic Stress Disorder: Relating to the eligibility of certain first responders for workers' compensation benefits for post-traumatic stress disorder under the workers' compensation system.

This would presume that post-traumatic stress disorder suffered by a first responder is a compensable injury under workers' compensation unless it is shown by a preponderance of the evidence that

1. *the disorder is caused by one or more events occurring outside the course and scope of the first responder's employment and*
2. *no event or events that occurred in the course and scope of the first responder's employment were a producing cause of the disorder.*

HB 2486 (Hefner) - Law Enforcement Files: Relating to certain files maintained by a law enforcement agency regarding certain employees of the agency.

This bill establishes requirements for law enforcement agencies regarding the maintenance and handling of department files for licensed law enforcement officers.

HB 2513 (Tepper) - Military Leave; would provide that, for the purposes of calculating the payment amount for a paid military leave of absence for a fire protection employee, a 24-hour work shift constitutes one workday.

HB 2660 (Lalani) - Public Information Officer: Relating to the requirement to obtain certification and continuing education for certain public information officers.

This bill introduces new requirements for cities regarding the employment of Public Information Officers (PIOs), including those working in the police department. It mandates that the city employ a certified Public Information Officer and ensure that they maintain ongoing education in emergency communications. The city will need to track compliance with certification and continuing education and ensure that these records are available for inspection by TDEM. Additionally, the city will need to allocate resources to support the certification and education programs for the PIO.

HB 2713/SB 1331 (Darby/Hancock) - Civil Service Repeal: Relating to the repeal of a municipal civil service system for firefighters and police officers in certain municipalities.

This would provide that the ability for voters to petition for an election to repeal civil service only applies in a city with a population of less than 70,000 that has operated under civil service for its police officers or firefighters for at least one year.

HB 2744 (Vasut) - E-Verify: Relating to requiring state contractors, political subdivisions of this state, and private employers to participate in the federal electronic verification of employment authorization program, or E-verify; creating civil penalties.

This would, establish new requirements regarding the employment of individuals by political subdivisions, including the City. The bill focuses on ensuring that political subdivisions participate in the E-Verify program to verify employment authorization.

LIBRARY

HB1138 (Gamez) - Relating to the authority of a municipality or county to regulate or prohibit the carrying of a firearm of certain individuals on the premises of certain libraries.

HB 1480/SB 422 (Longoria/Eckhardt) - Relating to the award of library construction grants by the Texas State Library and Archives Commission.

This bill would increase grant opportunities to include the construction of new libraries or the renovation of existing ones.

HB 2430 (Capriglione) - Relating to prohibiting sex offenders from residing or loitering within a certain distance of certain locations where children commonly gather and from participating in certain Halloween activities; creating a criminal offense.

HB 2572 (Harrison) - Relating to the authority of a public library to financially support the American Library Association.

This bill prohibits a public library from participating in any training, conference or other event sponsored or held by the American Library Association either directly or indirectly.

PLANNING/LAND USE

SB 15/HB 3919 (Bettencourt/Gates) – Relating to size and density requirements for residential lots in certain municipalities; authorizing a fee.

The bill prohibits these municipalities from enforcing ordinances that require residential lots to exceed 1,400 square feet in size, be wider than 20 feet, or deeper than 60 feet. Additionally, it restricts the density of dwelling units on residential lots to a minimum of 31.1 units per acre. While this bill only applies to municipalities with populations over 90,000 that are located in counties with populations exceeding 300,000, it is a further erosion of municipal sovereignty and it might just be a matter of time before it is applied as state-wide pre-emption.

SB 673 (Hughes) - Relating to regulation of accessory dwelling units by political subdivisions.

This bill prohibits political subdivisions from enacting regulations that would restrict the construction, leasing, or occupancy of ADUs, including limitations on size, design, and parking requirements, among others. It also mandates that permit applications for ADUs be processed ministerially without discretionary review, requiring a decision within 60 days. Additionally, the bill clarifies that it does not override existing historic

preservation rules or homeowners association regulations that may limit ADU construction.

TML has provided written testimony which outline the detriment this bill will have to cities.

SB 785/HB 1835 (Flores/Guillen) – Manufactured Homes: Relating to the regulation of new HUD-code manufactured housing.

This bill would: (1) prohibit a city from unreasonably regulating or restricting the installation of a new HUD-code manufactured home; (2) prohibit a city from requiring a specific use permit for a new HUD-code manufactured home; (3) require a city with zoning regulations to permit the installation of a new HUD-code manufactured home under at least one residential zoning classification or type of residential zoning district; and (4) prohibit a city from adopting zoning regulations that directly or indirectly prohibit HUD-code manufactured homes in all residential areas of the city.

SB 1160 (Campbell) – Zoning Notice: Relating to notice of changes to municipal zoning regulations and boundaries.

This bill requires cities to publish zoning hearing notices at least 30 days in advance in an approved newspaper and mandates written notice to nearby property owners, emergency services, and schools. It also sets criteria for valid protests, requiring signatures from owners of at least 20% of the affected or adjacent area within 1,500 feet.

HB 23/2977/SB 2353 (Cook/Harris/Creighton) – Relating to the authority of certain persons to obtain third-party review of plats and property development plans, permits, and similar documents, and the inspection of an improvement related to such a document.

The bill amends the Local Government Code to establish the option for third-party review and inspection of development documents and related improvements at the sole discretion of the developer. *It allows applicants and landowners to seek reviews and inspections from qualified individuals who are not affiliated with the regulatory authority or the subject of the application. Specifically, the bill outlines the qualifications for third-party reviewers and inspectors, including licensed engineers and certified building inspectors, and mandates that they conduct their reviews and inspections in accordance with applicable laws, providing results to the regulatory authority within 15 days. Additionally, the bill prohibits regulatory authorities from requiring applicants to waive their right to third-party reviews or to seek additional approvals for documents already approved by third-party reviewers.*

TML has provided written testimony which outlines the detriment that this bill will have to cities.

HB 1901 (Cook) – ETJ Release: Relating to the release of certain areas from a municipality's extraterritorial jurisdiction by petition or election.

*This bill would exempt the following areas of a city's extraterritorial jurisdiction from release by petition or election: (1) areas located within: (a) one-quarter mile of the corporate boundaries of a city with a population of less than 5,000**; (b) one-half mile of***

the corporate boundaries of city with a population of 5,000 to 24,999; *(c) one mile of the corporate boundaries of a city with a population of 25,000 to 49,999; (d) 1-1/2 miles of the corporate boundaries of a city with a population of 50,000 to 99,999; or (e) 2-1/2 miles of the corporate boundaries of a city with a population of 100,000 or more; and (2) an area identified in a city's long-range master plan for land use, water infrastructure, wastewater infrastructure, or roadways.*

HB 2011 (C. Bell) – **Right to Repurchase Following Eminent Domain**: Relating to the right to repurchase from a condemning entity certain real property for which ad valorem taxes are delinquent.

This would entitle a person from whom a real property interest is acquired by an entity through eminent domain for a public use, or that person's heirs, successors, or assigns, to repurchase the property if the entity that acquired the property through eminent domain has an obligation to pay property taxes on the acquired property and has failed to pay any such taxes on the acquired property before the second anniversary on which the unpaid taxes became due.

HB 2013 (C. Bell) – **Homeowners' Associations and Right to Keep Chickens**: Relating to the authority of certain property owners' associations to prohibit or restrict the keeping of chickens.

This would prohibit a property owners' association from including or enforcing a provision in a dedicatory instrument that prohibits or restricts a property owner from keeping chickens on the owner's property if a city ordinance authorizes the property owner to keep chickens on the property.

HB 2024 (Turner) – Extraterritorial Jurisdiction Release: Relating to the release of certain areas from a municipality's extraterritorial jurisdiction by petition or election.

This would exempt the following areas within a city's extraterritorial jurisdiction (ETJ) from release by petition or election: (1) an area for which the release would result in the city's remaining ETJ not being contiguous; and (2) an area for which the city has spent at least $1 million to develop.

HB 2149 (Tepper) – Nonconforming Uses: Relating to nonconforming land uses after the adoption of or change to a zoning regulation or boundary.

This law requires cities to negotiate agreements with property owners before stopping a nonconforming use, allowing either financial compensation or a set period for continued use. Property owners can determine the duration of continued use and receive notice of their rights. If a nonconforming use stops due to a zoning change, the owner may resume it within five years, unless compensation was received. Cities cannot prohibit repairs, replacements, or necessary modifications of nonconforming structures. The existing appeal process for zoning violations is repealed, and property owners may sue for declaratory relief while continuing the nonconforming use. The law also waives municipal immunity from such lawsuits.

HB 2480 (Talarico) – **Accessory Dwelling Units**: Relating to municipal and county regulation of accessory dwelling units; authorizing fees.

This law permits cities and counties to regulate accessory dwelling units (ADUs) through ordinances, allowing their construction, sale, or lease while maintaining zoning and safety standards. It sets guidelines for ADU design, fees, and placement but prohibits restrictions based on age or employment and allows local governments to regulate short-term rentals and prevent separate ADU sales.

HB 2494 (Craddick) – Disannexation for Failure to Provide Services: Relating to disannexation of certain areas of a municipality for failure to provide services.

This law allows residents to petition for disannexation if a city fails to provide required services, mandating the city to comply within 60 days or face legal action. If a court confirms the city's failure, it must order disannexation and award attorney's fees, ensuring residents receive essential city services or the right to exit city jurisdiction.

HB 2615/SB 1106 (Harris/Parker) – Public Improvement Districts: Relating to publication of public improvement district service plans and assessments on certain public Internet websites.

This would require a city to: (1) post a copy of a public improvement district (PID) service plan and certain other information on the city's website within seven days of approving, amending, or updating the plan; (2) submit an assessment roll for each city PID to each appraisal district in which property subject to assessment is located within seven days of levying the assessment; and (3) post on its website certain information about city PIDs.

HB 2683 (Harrison) – Mobile Food Vendor Regulation Preemption: Relating to the regulation of mobile food vendors; requiring an occupational license; imposing fees; authorizing an administrative penalty.

This law limits a city's ability to regulate mobile food vendors beyond state law while ensuring compliance with fire codes, zoning, and health regulations. It sets statewide licensing and inspection requirements, grants vendors broad operational freedoms, and restricts local authorities from imposing additional permits, fees, or operational constraints, except in public parks and for safety concerns.

HB 2687 (Guillen) – Zoning Regulation Reconsideration: Relating to municipal zoning regulations and district boundaries.

This law clarifies that zoning classifications are zoning regulations, mandates certified mail and website postings for rezoning notices, and allows property owners to petition for a public hearing on zoning changes within two years. It requires a three-fourths city council vote to uphold reconsidered zoning regulations, voids unenforceable regulations, permits legal action for procedural violations, penalizes noncompliant cities with loss of state economic funds, and waives governmental immunity for such lawsuits.

HB 2706 (Zwiener) – **Eminent Domain**: Relating to the possession of property to be acquired by eminent domain during pending litigation in a condemnation proceeding.

This would, among other things, provide that: (1) the state, county, a city, or an irrigation, water improvement, or water power control district may take immediate

possession of a property under eminent domain after paying or depositing the money awarded by the special commissioner in a condemnation proceeding and is not required to deposit a bond or amount equal to the amount of damages before taking possession; and (2) the bill shall not be construed to prohibit an agreement between the parties allowing the condemnor to take immediate possession of the property pending resolution of further litigation.

HB 2797/SB 1567 (Vasut/Bettencourt) – Occupancy of Dwelling Units: Relating to the authority of home-rule municipalities to regulate the occupancy of dwelling units.

This law prohibits home rule cities from enforcing occupancy limits based on age, familial status, occupation, or relationships while defining "dwelling unit" to exclude transient accommodations. It allows occupancy limits only for health and safety reasons, permits property owners to sue for violations, waives governmental immunity, and grants prevailing claimants attorney's fees.

HB 3172/SB 854 (Gates/Middleton) - Relating to municipal regulation of multifamily and mixed-use development on religious land.

This bill provides that cities must allow mixed-use and multifamily developments on religious owned land and prohibits a city's ability to regulate the development in certain ways.

This bill applies to all cities. TML provided written testimony which outlines the detriment that this bill will have to cities.

POLICE

SB 3 (Perry) – Consumable Hemp: Relating to the regulation of consumable hemp products and the hemp-derived cannabinoids contained in those products; requiring a registration; imposing fees; creating criminal offenses; providing an administrative penalty.

This would, among other things, create criminal offenses for the: (1) manufacture, delivery, or possession with intent to deliver certain consumable hemp products; (2) possession of certain consumable hemp products; (3) sale or distribution of certain consumable hemp products to persons younger than 21 years of age; (4) manufacture, distribution, or sale of consumable hemp products for smoking; (5) sale or delivery of certain consumable hemp products near a school; and (6) provision of certain consumable hemp product by courier, delivery, or mail service.

SB 241 (Flores) - Relating to prohibitions on camping in a public place.

This bill amends the Local Government Code to establish stricter regulations regarding public camping bans. It prohibits local entities from adopting policies that discourage the enforcement of public camping bans, including the investigation of violations. New sections are added to require local entities to develop a complaint process for violations of public camping bans and to report the number of complaints and their dispositions to the attorney general annually. Additionally, if a local entity fails to act on complaints within 90 days, the attorney general can declare it a "violating local entity," which may

result in financial penalties, including withholding tax revenue. It also modifies the Penal Code to ensure that personal property of individuals arrested for camping-related offenses is preserved, with specific provisions for nonhazardous personal property. It also introduces new tax code sections that prevent the distribution of tax revenues to municipalities or counties that fail to act on public camping ban complaints. The bill mandates that local entities implement the required complaint processes by December 1, 2025, and that the attorney general establish reporting rules by January 1, 2026.

SB 1362/HB 162 (Hughes/Cain) – Extreme Risk Protective Orders: Relating to prohibiting the recognition, service, and enforcement of extreme risk protective orders; creating a criminal offense.

This would, among other things: (1) preempt cities from adopting or enforcing a rule, ordinance, order, policy, or other similar measure relating to an extreme risk protective order unless state law specifically authorizes the adoption and enforcement of such a rule, ordinance, order, policy, or measure; (2) prohibit cities from accepting federal grant funds for the implementation, service, or enforcement of a federal statute, order, rule, or regulation purporting to implement or enforce an extreme risk protective order against a person in this state; and (3) provide that any person who serves or enforces or attempts to serve or enforce an extreme risk protective order against a person in this state, unless the order was issued under the laws of this state, commits a state jail felony criminal offense.

SB 1349 (Hughes) – Transnational Repression Training Program: Relating to creating the criminal offenses of transnational repression and unauthorized enforcement of foreign law and to a study and law enforcement training regarding transnational repression.

This bill aims to enhance law enforcement awareness and preparedness in addressing foreign threats to individuals and communities in Texas.

SB 1761 (West) - Relating to the collection of certain incident-based data reported to the Texas Commission on Law Enforcement.

This bill mandates the commission to conduct a study on the incident-based data collection process. This study will focus on improving data quality, reducing redundant reporting requirements, and exploring the feasibility of collecting additional data regarding interactions between peace officers and the public.

HB 33 (McLaughlin) - Relating to active shooter events and other emergencies, including certain accreditations of law enforcement agencies that respond to such emergencies.

This bill requires municipalities, counties, school districts, and institutions of higher education to adopt detailed written policies for responding to active shooter emergencies based on best practices. The bill also amends the Education Code to mandate that school districts and public junior colleges implement multihazard emergency operations plans, including training, communication measures, and mandatory drills. New provisions emphasize security reviews and prompt recovery measures following incidents, while local law enforcement and emergency medical services are required to evaluate their responses and submit reports detailing their actions.

HB 626 (Bell) - Relating to granting limited state law enforcement authority to certain federal law enforcement officers.

The bill amendment removes the previous requirement that only certain federal agents were recognized under this provision, thereby broadening the scope of federal law enforcement personnel who can operate under Texas law who will have the powers of arrest, search, and seizure specifically for felony offenses. The new additions to the list of federal investigators include police officers with the Office of Security and Law Enforcement of the United States Department of Veterans Affairs, federal air marshals of the Transportation Security Administration, and police officers or detectives from the United States Department of Defense and its component agencies.

HB 881 (Thompson) - Relating to a progressive disciplinary matrix for police officer misconduct in certain municipalities.

This bill proposes the establishment of a progressive disciplinary matrix for police officer misconduct in municipalities that have not adopted Chapter 143 of the Local Government Code. It mandates that public employers implement this matrix, which outlines a range of disciplinary actions based on the nature of the infraction and the officer's prior conduct. The matrix must include standards for disciplinary actions related to the use of force, evaluation of uncommon infractions, and presumptive actions for various types of infractions. Additionally, the bill requires that any written agreements ratified under this subchapter must implement the progressive disciplinary matrix and cannot conflict with existing statutes or rules regarding disciplinary actions.

HB 2136 (Bhojani) - Relating to design and use of a model criminal citation.

This bill would require law enforcement agencies to adopt a model criminal citation that is aimed to reduce costs associated with missed court appearances and improve court efficiency. It must be based on credible research and include essential information such as court contact details, appearance requirements, and resources for individuals who may need assistance.

HB 2217 (Wharton) - Relating to establishing a grant program to equip motor vehicles used by peace officers with certain bullet-resistant components. Ballistic door panels, and glass.

HB 2361 (Spiller) - Relating to agreements between local law enforcement agencies and United States Immigration and Customs Enforcement to enforce federal immigration law.

This bill mandates that each law enforcement agency in Texas must request and enter into a written agreement with the United States Immigration and Customs Enforcement (ICE) under Section 287(g) of the Immigration and Nationality Act. This agreement would authorize local officers to enforce federal immigration laws and requires agencies to document any attempts to enter into such agreements, maintaining this documentation indefinitely and providing it to the attorney general.

HB 2927 (Campos) – Failure to Report Offense: Relating to increasing the criminal penalty for a peace officer who fails to report the suspected abuse, neglect, or exploitation of an elderly person or a person with a disability.

This would enhance the penalty for the offense of failure to report that an elderly person or a person with a disability has been abused, neglected, or exploited to a state jail felony if it is shown on the trial of the offense that the actor is a peace officer who encountered the abused, neglected, or exploited person in the course of discharging his or her duties as a peace officer.

HB 2929 (DeAyala) – Relating to training for peace officers on interacting with persons with autism spectrum disorder.

This bill aims to improve law enforcement interactions with individuals on the autism spectrum, ensuring better communication, safety, and response protocols.

HB 2936 (Dutton) – **Asset Forfeiture:** Relating to asset forfeiture proceedings under the Code of Criminal Procedure.

This would, among other things, provide that: (1) in a forfeiture proceeding, the attorney representing the state may only present evidence the admissibility of which would not be prohibited in the prosecution of the underlying offense giving rise to the forfeiture; and (2) a final conviction of the underlying offense is required for forfeiture, and that the court shall dismiss a forfeiture proceeding on proof of a dismissal or acquittal of the underlying offense, regardless of whether the owner or interest holder has met any requirements for the forfeiture proceedings, including answering the state's complaint.

HB 2956 (McLaughlin) – Family Violence Central Database: Relating to a central database containing information about certain persons who have been convicted of or received a grant of deferred adjudication community supervision for certain offenses involving family violence and related notice requirements; creating a criminal offense.

This bill aims to enhance public safety by increasing transparency and tracking family violence offenders, similar to the existing sex offender registry system with the creation of a Family Violence Central Database, maintained by the Department of Public Safety (DPS), to track individuals convicted of or placed on deferred adjudication for family violence offenses.

HB 2957 (Reynolds) – Motorcycles on Roadways: Relating to the operation and movement of motorcycles on a roadway laned for traffic allowing for lane sharing and limited lane filtering under specific conditions.

This bill introduces lane-sharing flexibility for motorcyclists while identifying safety measures for passing slow-moving or stopped vehicles.

HB 2982 (Zwiener) – Crowd Control: Relating to law enforcement policies prohibiting a peace officer from using less lethal projectiles for the purpose of controlling the activity or movement of a gathering of people.

This bill would require a law enforcement agency to adopt a policy on crowd control that prohibits its peace officers from using less lethal projectiles to control the activity or movement of a gathering of people.

HB 3049 (Kerwin) – Animal Control Officers: Relating to the designation of animal control officers as first responders.

This bill would provide that, for purposes of the Governor's Interoperable Radio Communications Program, a first responder includes, among others, an animal control officer whose duties include responding rapidly to an emergency.

HB 3065 (Anchia) – Firearm Buyback Program: Relating to the disposition of a firearm surrendered through a firearm buyback program administered by certain local law enforcement agencies.

This bill establishes requirements for firearm disposal in local firearm buyback programs to ensure weapons are properly handled and do not re-enter circulation, except under strict background check conditions.

HB 3084 (Toth) – Solicitation by Pedestrians: Relating to solicitation by pedestrians.

The bill amends Section 552.007(a) of the Transportation Code to prohibit individuals from standing in a roadway or the right-of-way of a roadway to solicit rides, contributions, employment, or business from vehicle occupants. The previous allowance for individuals to solicit charitable contributions in roadways, provided they had authorization from local authorities, has been removed.

HB 3110 (M. Perez) – **Asset Forfeiture**: Relating to civil asset forfeiture of digital currency or other similar property.

This bill updates asset forfeiture laws to address the seizure and handling of digital assets, such as cryptocurrency, non-fungible tokens (NFTs), and stablecoins.

HB 3207 (Dean) – Assault of a Peace Officer: Relating to the prosecution and punishment of the offense of intoxication assault; increasing a criminal penalty.

This bill would provide, among other things, that the offense of intoxication assault is a felony of the second degree if it is shown on the trial of the offense that the person caused bodily injury to a peace officer while the officer was in the actual discharge of an official duty.

HB 3246 (LaHood) – Resilience Training Program: Relating to a resilience training program for first responders and active-duty military personnel.

This bill introduces a new Chapter 56 to the Health and Safety Code, which defines "active-duty military personnel" and "first responder," and mandates the joint development and implementation of a cognitive health resilience training program by the commission, the Department of Public Safety, and the Texas Military Department. This program aims to assist these individuals in transitioning from their service roles to daily life, ensuring that the training is accessible both in-person and electronically through the commission's website. Relevant agencies must develop and implement the resilience training program as soon as practicable after the bill's effective date, which is set for September 1, 2025. This initiative reflects a commitment to supporting the mental health and well-being of those who serve in high-stress roles, recognizing the unique challenges faced by first responders and military personnel.

PUBLIC INFORMATION/OPEN GOVERNMENT

SB 710 (Eckhardt) – Online Message Board: Relating to the establishment and use of a written electronic communications system accessible to the public by certain municipal entities.

This would, among other things, provide that: (1) a city may authorize its zoning commission to establish and use an online message board for the communication or exchange of information between its members; (2) a message board created for the purpose described by (1), above, must be reauthorized every two years; and (3) an employee of the city must monitor the message board for compliance with the law.

SB 919 (Zaffirini) – Public Information: Relating to a governmental body's response to a request for public information.

This bill increases accountability for timely responses to public information requests, especially in cases where information is withheld. It ensures compliance with the PIA by introducing penalties for failure to act promptly and mandates training for public information officers who fail to meet their obligations. This bill would strengthen the City's commitment to transparency and responsiveness in public records requests.

SB 986 (Bettencourt) – Public Information: Relating to procedures under the public information law, including expedited responses and charges for bad faith requests.

This bill reinforces compliance with the PIA by increasing penalties for bad faith actions, allowing trained officials to make withholding determinations, and clarifying appeal procedures.

SB 1295 (Johnson) – Open Government Training: Relating to open meetings and public information training for certain public officials and attorneys regarding the open meetings and public information laws.

The bill requires the timely completion of training for attorneys and public officials involved in open meetings and public information matters. This ensures compliance with the Open Meetings Act and Public Information Act, promoting transparency and accountability. The City will need to ensure that relevant personnel, including attorneys, comply with these training requirements within the specified timeframes to avoid potential legal and financial consequences.

SB 1293 (Johnson) – Dates of Birth: Relating to the availability of dates of birth under the public information law.

This bill amendment specifies that governmental bodies cannot withhold a date of birth unless it is permitted by Section 552.102, federal privacy requirements under the Health Insurance Portability and Accountability Act of 1996, or other constitutional or statutory law. This change clarifies the conditions under which dates of birth can be disclosed, ensuring greater transparency in public information requests.

SB 1294 (Johnson) – Public Information Act: Relating to compliance with the public information law, including establishment of an open records hotline to provide information about the requirements of the public information law.

This bill increases public access to information under the Texas Public Information Act (PIA) by enhancing guidance, complaint processes, and oversight.

SB 1299/HB 2892 (Campbell/Hernandez) – Confidentiality of Personal Affiliation Information: Relating to the prohibited release by a public agency of personal affiliation information regarding the members, supporters, or volunteers of or donors to certain nonprofit organizations; creating a criminal offense.

This bill restricts the collection, release, and disclosure of personal affiliation information related to individuals and nonprofit organizations. It will require the City to review and adjust its policies to ensure compliance, particularly in handling information about nonprofit organizations and their supporters

HB 1678 (Canales) – Public Information: Relating to the collection and disclosure of certain public information.

This bill makes several modifications to the Texas Public Information Act (PIA) to clarify what information is public and how governmental entities must handle public records requests.

HB 2028 (Hickland) – Open Meetings Notice: Relating to the governmental bodies required to post on the Internet notices and agendas for meetings under the open meetings law.

This bill amends Section 551.056 of the Government Code to update the requirements for governmental bodies to post notices and agendas for meetings on the Internet. It specifies that the section applies to any governmental body or entity that maintains an Internet website, removing previous references to specific types of entities such as municipalities, counties, and school districts. The new language mandates that these bodies must post meeting notices and agendas on the home page or landing page of their websites, ensuring greater accessibility for the public.

Additionally, the bill clarifies that the validity of a posted notice or agenda is preserved if the governmental body or entity made a good faith effort to comply with the posting requirements, even if a technical issue beyond their control prevented full compliance.

HB 2270 (Turner) – Train Collision Information: Relating to the disclosure of certain information regarding a record of a collision or violation involving a person operating a railroad locomotive or train.

The bill amends the Transportation Code to enhance the confidentiality of records related to collisions or violations involving railroad locomotives or trains. Specifically, it updates Section 192.005 to clarify that if a person operating a train is involved in a collision with another train, a motor vehicle, or a pedestrian, their driver's license information cannot be included in any reports, nor can their involvement be recorded in their individual driving record maintained by the Department of Public Safety.

Additionally, the bill introduces a new section, 192.006, which establishes strict guidelines for the disclosure of personally identifying information related to train crew members and communications between the crew and law enforcement. This information can only be disclosed under specific circumstances, such as to law enforcement officers, the railroad company involved, regulatory agencies, or individuals authorized by court order.

HB 2330 (Hopper) – Public Information Act: Relating to creating a civil cause of action against a governmental entity for a violation of the public information law.

This bill would provide that a requestor can bring a civil action for damages against a governmental body that fails to comply with the public information law. If the requestor prevails, they are entitled to exemplary damages up to $200,000 for each violation, as well as reasonable attorney's fees and court costs. Additionally, the bill waives sovereign immunity for the state and local entities to the extent of liability created by this section.

HB 2355 (Fairly) – Crime Victims Compensation: Relating to requests for law enforcement agency reports from the attorney general related to crime victims' compensation applications.

This bill would provide that information provided by a law enforcement agency to the attorney general to allow the attorney general to determine whether a claimant or victim qualifies for an award under the crime victims' compensation fund and the extent of the qualification shall not be releasable under the Public Information Act.

HB 2388/SB 758 (Kerwin/Middleton) – Public Information Act: Relating to the definition of a governmental body for the purposes of the public information law.

This would redefine the definition of "governmental body" to include non-profit state agencies and subjects them to the Public Information Act.

HB 2520 (Johnson) – Notice of Meetings: Relating to the open meetings law. This bill clarifies meeting notice requirements and limits the use of closed meetings for personnel discussions if the governmental body's deliberations concern operational issues that generally impact a class or group of employees, including changes in the duties or compensation of a class or group of employees.

This bill aims to increase transparency in governmental meetings while ensuring proper use of executive sessions for personnel matters.

HB 2248/SB 824 and 852 (Smithee/Middleton) – Public Information Act: Relating to the public information law.

The bill introduces stricter timelines, provisions to ensure compliance, and penalties for failure to adhere to PIA requirements. It also ensures that public bodies cannot impose unnecessary fees and requires training for officials who fail to comply with the PIA. The City will need to ensure that it is meeting these requirements to avoid potential penalties and litigation costs.

TRANSPORTATION

HB 3727/SB 1555 (Patterson/Nichols) – **Railroad Grade Crossings**: Relating to a grant program to fund certain railroad grade separation projects.

This bill would direct the Texas Department of Transportation to establish and administer a program to award grants to political subdivisions of this state or railroad companies to fund rail-roadway located at intersections of railroads and non-state highways or rail-pedestrian grade separation projects located at intersections of railroads and pedestrian crossings, subject to certain requirements.

HB 4207 (King) – Roadway Obstruction by Trains: Relating to obstructing a railroad crossing and the liability of a railway company for such an obstruction; providing a civil penalty.

This bill would provide that: (1) a train of a railway company may not obstruct a street, railroad crossing, or public highway for a period of 30 minutes or more; (2) a violation is subject to a civil penalty not to exceed $10,000 for each hour that the violation continues; (3) the county in which the violation occurs shall issue a written notice of violation to the railway company; (4) the appropriate district or county attorney may bring an action on behalf of this state to collect the civil penalty; (5) it is a defense to liability if the violation is due to: (a) act of God; or (b) a breakdown of the train; and (6) a railway company in violation is liable to an individual who is harmed by a delay of emergency services caused by the violation.

UTILITIES

HB 156 (Raymond) – Water Facilities: Relating to a study by the Texas Commission on Environmental Quality regarding the protection of certain water facilities from catastrophes.

This would: (1) require the Texas Commission on Environmental Quality (TCEQ) to conduct a study of potential methods for protecting public drinking water supply systems and wastewater treatment facilities regulated by TCEQ from: (a) electrical outages; (b) catastrophic weather events; (c) conduct that constitutes an offense related to protection of critical infrastructure; (d) the projected effects of climate change; and (e) other potential disruptions to providing water service; and (2) provide a report of the study to the governor and legislature by September 1, 2026.

HB 1227 (Gates) – Solid Waste: Relating to municipal solid waste management services contracts; limiting the amount of a fee.

This bill amends the Health and Safety Code to regulate municipal solid waste management services contracts by introducing a cap on franchise fees. Specifically, it adds Section 363.120, which stipulates that municipalities cannot charge more than two percent of the gross receipts of a franchisee for solid waste management services. This aims to provide financial relief to waste management service providers and ensure fair pricing for services rendered within municipalities.

Additionally, the bill modifies Section 364.034(f) to clarify that political subdivisions, including counties and municipalities, cannot restrict entities from contracting with

licensed waste haulers for the collection of various types of waste, such as domestic septage and grease trap waste. It also ensures that municipalities cannot limit the right of entities to contract with providers other than the municipality or its exclusive franchisees for solid waste management services related to commercial, industrial, or multifamily residential waste. The provisions of this bill will take effect on September 1, 2025, and will apply only to contracts entered into after that date.

HB 1245 (Goodwin) – Drought Plans: Relating to a prohibition on the use of water on nonresidential property to irrigate nonfunctional turf during a drought.

This would: (1) require wholesale and retail public water suppliers' and irrigation districts' drought contingency plans to prohibit the use of water on nonresidential property to irrigate nonfunctional turf during periods of water shortages and drought; and (2) include methods for enforcing compliance with the prohibition.

HB 1318 (Guillen) – Water and Sewer Service in Annexed Area: Relating to a certificate of public convenience and necessity to provide water or sewer service in an area incorporated or annexed by a municipality.

This would, among other things, provide that, when a city annexes property and the municipally owned utility (MOU) seeks a certificate of convenience and necessity for water or sewer for the annexed area, the Public Utility Commission shall determine in its order granting the certificate to the MOU the adequate and just compensation to be paid for the transferred property and damages to or adverse effects on property remaining in the ownership of the retail public utility after single certification.

HB 1424 (Goodwin) – Water Conservation Fees: Relating to the structuring of water rates by retail public utilities to promote water conservation; authorizing a fee.

This would, among other things, provide that the governing body of a city may by ordinance: (1) structure the city's rates for water service in a manner that promotes water conservation by all of the city's water customers so that customers in a class who consume greater amounts of water pay a higher rate per unit volume than customers in a class who consume lesser amounts of water; and (2) establish an excessive use fee for water customers whose water usage is greater than the water usage of a percentage of the city's other customers.

HB 1991 (Guillen) – Service Charges for Municipally Owned Utilities: Relating to information regarding certain charges for services provided by municipally owned utility systems.

This would provide that a city that imposes operating, maintenance, replacement, or improvement charges shall: (1) publish the amounts of the charges on the utility system's and the city's websites; and (2) submit the amounts of the charges to the secretary of state for publication in the Texas Register.

This means that the City would have to submit its water and sewer rates and charges to be published in the Texas Register, while also publishing the rates the City's website.

HB 2620 (VanDeaver) – Water Supply in Regional Water Plans: Relating to the inclusion of certain sources of water supply in regional water plans.

This would provide that, in identifying potential sources of water supply to be included in a regional water plan, including sites of unique value for the construction of reservoirs, a regional water planning group may not include in the plan a source of water supply that requires the use of eminent domain and is located in another regional water planning area unless the planning group demonstrates certain criteria.

This proposed legislation would be detrimental to any future water supplies as it would be impossible to create any new water sources for all of the people that are moving into Texas.

HB 2867 (Gates) – Late Payment Fees: Relating to late payment fees charged by a municipally owned water utility.

This bill introduces new regulations regarding late payment fees charged by municipally owned water utilities in Texas. It establishes a structured fee schedule based on the duration of the late payment. Specifically, it prohibits utilities from charging a late payment fee that exceeds $5 or a percentage of the past due amount, which varies depending on the number of days the payment is overdue: two percent for payments overdue by 32 days, five percent for those overdue by 41 days, and ten percent for those overdue by 51 days. Additionally, the bill stipulates that the late payment penalty period cannot commence until at least 21 days after the utility has mailed or electronically transmitted the customer's bill, and it must conclude when the customer pays all past due amounts.

HB 3429 (Tinderholt) – Fluoride in Drinking Water: Relating to the duty of a public water supply system to provide certain information to consumers regarding fluoride in drinking water.

This would provide that: (1) a public water supply system that furnishes to the public for a charge drinking water to which fluoride has been added shall disclose in a conspicuous place on each customer's water bill: (a) the amount of fluoride that occurs naturally in the drinking water furnished by the system to the customer; (b) the amount of fluoride added to the drinking water before distribution to the customer; and (c) the combined amount of fluoride present in the drinking water; and (2) information disclosed under (1), above, must be accurate for drinking water distributed to a customer not more than one week before the bill is provided to the customer.

Planning and Zoning Commission Coversheet
April 15, 2025
415 N. COLLEGE AVE.

Agenda Item: D. (WORK SHOP SESSION AGENDA (6:30 PM))

Title: Discuss Old Town Phase III Preliminary Schedule

Department: Administration

Contact: Matthew Cyr, Director of Planning and Development

Recommendation:

Review the timeline as presented.

Background:

City Council has directed Staff to move forward with the Old Town Phase III plan along with FM 156 Corridor planning. The official Notice to Proceed will take place on May 8th for approval from City Council. The schedule below is tentative and will be proposed to City Council. Please provide any feedback on this schedule.

Justin Area Plans Timeline

May 8th - City Council Meeting

- Notice to Proceed

May 15th - Internal Kickoff

- Initial Study Area
- Public Engagement Strategy
- Data Collection

June 13th - Existing Conditions Report and Committee Meeting

June 13th - Project Site and Interactive Map

June 20th - Old Town Regional Tour

- Celina

- Mckinney
- TBD

July 29-31 - Charrette Week

August - Master Plan and Code Refinement

September - Old Town Draft, Committee Meeting and Open House

October/November - Old Town Plan/Code Public Hearing and Adoption

December/January - Master Plan and Code Refinement

February - 156 Corridor Draft, and Committee Meeting

March/April - 156 Corridor Plan/Code Public Hearings and Adoption

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City Attorney Review: No

Attachments:

None

Planning and Zoning Commission Coversheet
April 15, 2025
415 N. COLLEGE AVE.

Agenda Item: B. (PUBLIC HEARING:)

Title: Consider and act upon a recommendation to City Council to rezone the subject property from Residential Estate Single Family (SF-RE) to Planned Development- Single-Family Residential-Medium (PD-SF-2) legally described as a tract of land totaling approximately 537.18 acres, located within the following survey abstracts in Denton County, Texas: A1125A W.D. REED, TR 7, 53.76 ACRES, OLD DCAD TR #3, A0419A W.A. FERRIS, TR 7, 39.044 ACRES, OLD DCAD TR 5, A0419A W.A. FERRIS, TR 8, 52.208 ACRES, OLD DCAD TR 6, A0993A MARY POLK, TR 42, 219.812 ACRES, OLD DCAD SHT 1, TR #6, A0993A MARY POLK, TR 39A & 41A, 158.80 ACRES, RANGE HILL ADDN BLK 1 LOT RANGE HILL RD 1.81 ACRES, A0419A W.A. FERRIS, TR 9, 11.0541 ACRES, OLD DCAD TR 7A(1).

Department: Administration

Contact: Matthew Cyr, Director of Planning and Development

Recommendation:

Staff recommends consideration as requested.

Background:

PROJECT SUMMARY:

The applicant proposes the creation of a Planned Development (PD) district to allow for the Cuesta Development, a master-planned residential community located on approximately 538.99 acres. The development is designed to include up to 1,600 single-family residential units with integrated open space, trails, and park amenities. The PD establishes development regulations tailored to the site's topography and the City's long-term vision.

DEVELOPMENT STANDARDS:

- **Residential Density:**
    - Maximum of 1,600 single-family units

- No cap on floor area or dwelling units per acre

- **Lot Types & Sizes:**
  - 40 ft, 50 ft, 60 ft, and 70 ft wide lots
  - Specific minimum lot areas and dimensions outlined per lot type
  - Developer permitted limited flexibility to adjust lot type distribution within constraints
- **Building Standards:**
  - Max height: 35 ft
  - Lot coverage: Max 70%
  - Specific setbacks and yard requirements based on lot width
  - Enhanced architectural standards including 80% front masonry, 25% side/rear masonry
- **Permitted Uses:**
  - One-family detached dwellings
  - Additional amenities such as amenity centers, pools, sport courts, splash pads, food trucks, etc.
  - Event lawn for public gatherings permitted only in public parks

---

OPEN SPACE & PARKS:

- **Public Dedication:**
  - At least 90 acres of public open space dedicated to the City
  - Three public parks totaling approx. 3.36+ acres (Event Park, Play Park, Pavilion Park)
  - Improvements provided in each park (e.g., splash pad, playgrounds, pavilion, sport courts)
- **Trails:**
  - Multi-use trails (12' concrete), regional trails, and nature trails (4' min width) integrated into open space
  - Public trails to be dedicated and maintained by the City

LANDSCAPE BUFFERING:

- 20-foot buffers along collector streets where homes front the roadway (with trees/shrubs, no walls)
- 15-foot buffers where homes side/back collector streets (includes masonry wall)
- Specific planting requirements per 100 linear feet
- Flexibility provided for trail integration and floodplain exceptions

---

CIRCULATION & STREET DESIGN:

- Street sections deviate from City's standard; custom cross-sections outlined in Exhibit G
- Includes local streets (50' & 60' ROW), minor arterials (Type A/B/C), and alleys
- Street alignment may vary slightly from Concept Plan but must maintain functional intent

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HOMEOWNERS' ASSOCIATION & MAINTENANCE:

- HOA responsible for private open space, common areas, fencing, and landscaping
- City responsible for public parkland and trail maintenance post-dedication

---

Traffic Summary for Cuesta Development

The Traffic Impact Analysis for the Cuesta (Range Creek) Development evaluated the impact of 1,547 single-family homes at full buildout by 2030. The study focused on key intersections surrounding the site and projected traffic growth at 3.5% annually.

Key Findings:

- **Intersection Performance:**
  Most intersections are expected to operate at acceptable Levels of Service (LOS D or better) through 2030. However, the **Boss Range Road & Wiley/Range Road** intersection is projected to experience delays (LOS F) on eastbound and westbound approaches at buildout.
- **Mitigation Measures:**

- An **all-way stop control** is recommended at the above intersection starting in Phase 3.
- A future **traffic signal** may be warranted post-buildout depending on traffic volumes.

- **Turn Lane Improvements:**
  The development will include:
  - **Left-turn lanes** in both directions at key intersections.
  - **Left and right-turn lanes** at strategic arterial connections to reduce congestion and improve safety.
  - Improvements comply with the City of Justin's subdivision standards and are shown in the **Turn Lane Exhibit** (March 2025)

City Attorney Review:

Attachments:

1. Planned Development Exhibits
2. Development Regulations (Cuesta) 4858-8591-5888 8 (1)
3. Cuesta Buffer Map
4. Turn Lane Exhibits
5. Cuesta Traffic Impact Analysis
6. Cuesta Zoning Proposed Ordinance

RANGE ROAD

LEGEND	LOT COUNT
70' X 120' LOTS	150
60' X 120' LOTS	347
50' X 120' LOTS	673
40' X 120' LOTS	376
AMENITIES	
OPEN SPACE	
TOTAL UNITS	**1546**

ROADWAYS

- 100' ARTERIAL
- 60' RESIDENTIAL - SINGLE PARALLEL PARKING
- 60' RESIDENTIAL - DOUBLE PARALLEL PARKING
- 50' RESIDENTAIL
- 30' ALLEY
- PLUGGED GAS WELL

0 100 200 400

Scale: 1" = 200'-0"

Meritage Homes

2025-04-09

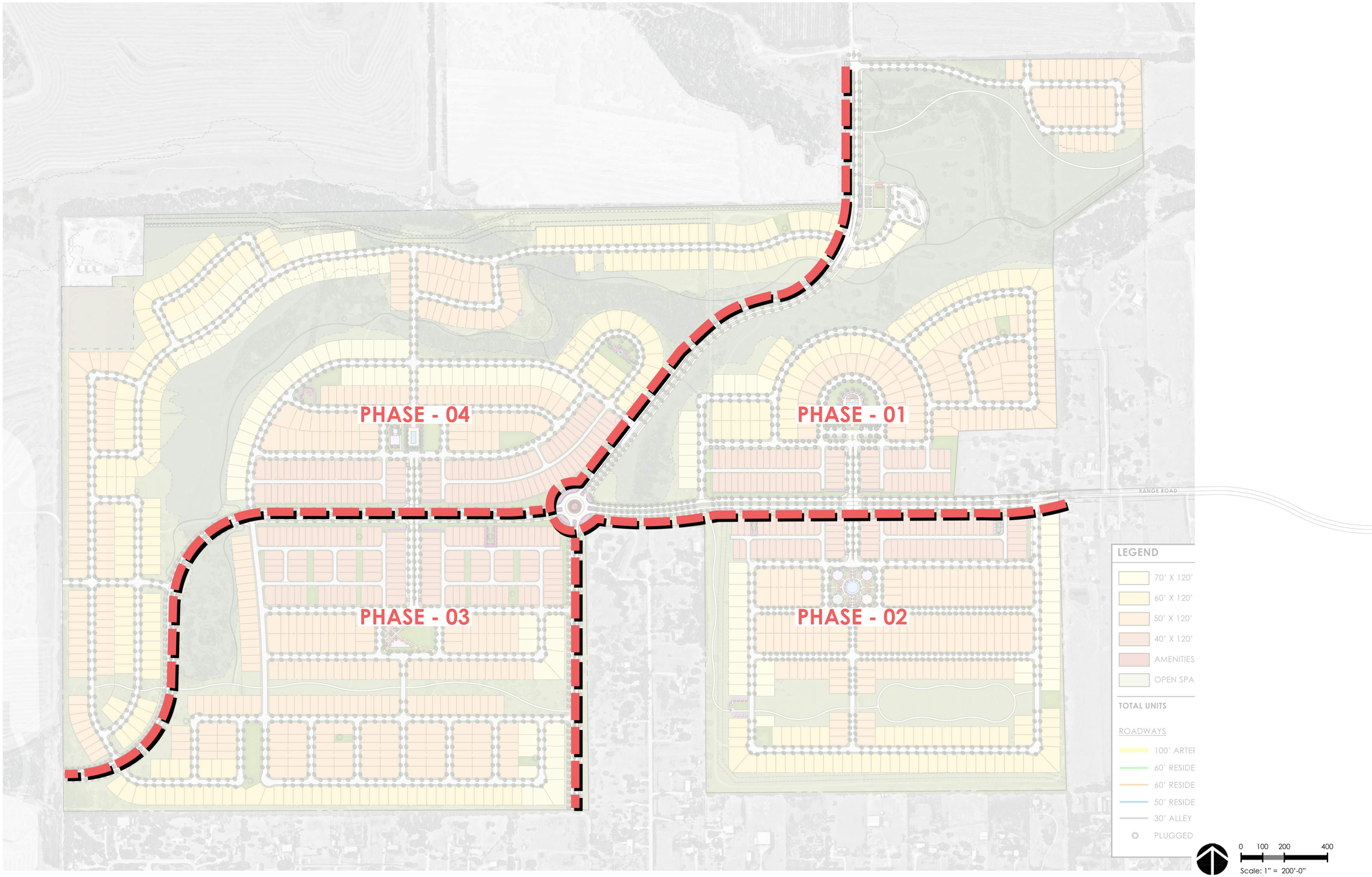
CUESTA

EXHIBIT B - CONCEPT PLAN / DEVELOPMENT PLAN

Kimley»Horn

TALSON DESIGN

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EXHIBIT C - PHASE EXHIBIT

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LEGEND

- 20 FT BUFFER YARD REQUIREMENT
- 15 FT BUFFER YARD REQUIREMENT

SCALE: NTS

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2025-04-09

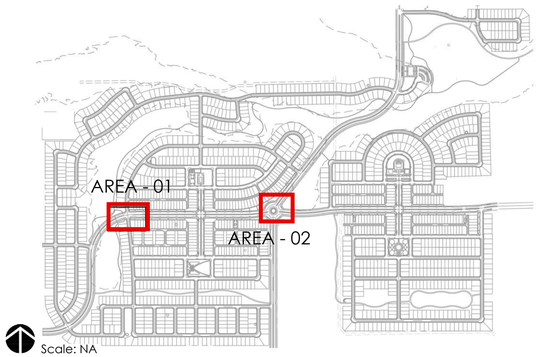
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EXHIBIT D - BUFFER YARD PLAN

Kimley»Horn

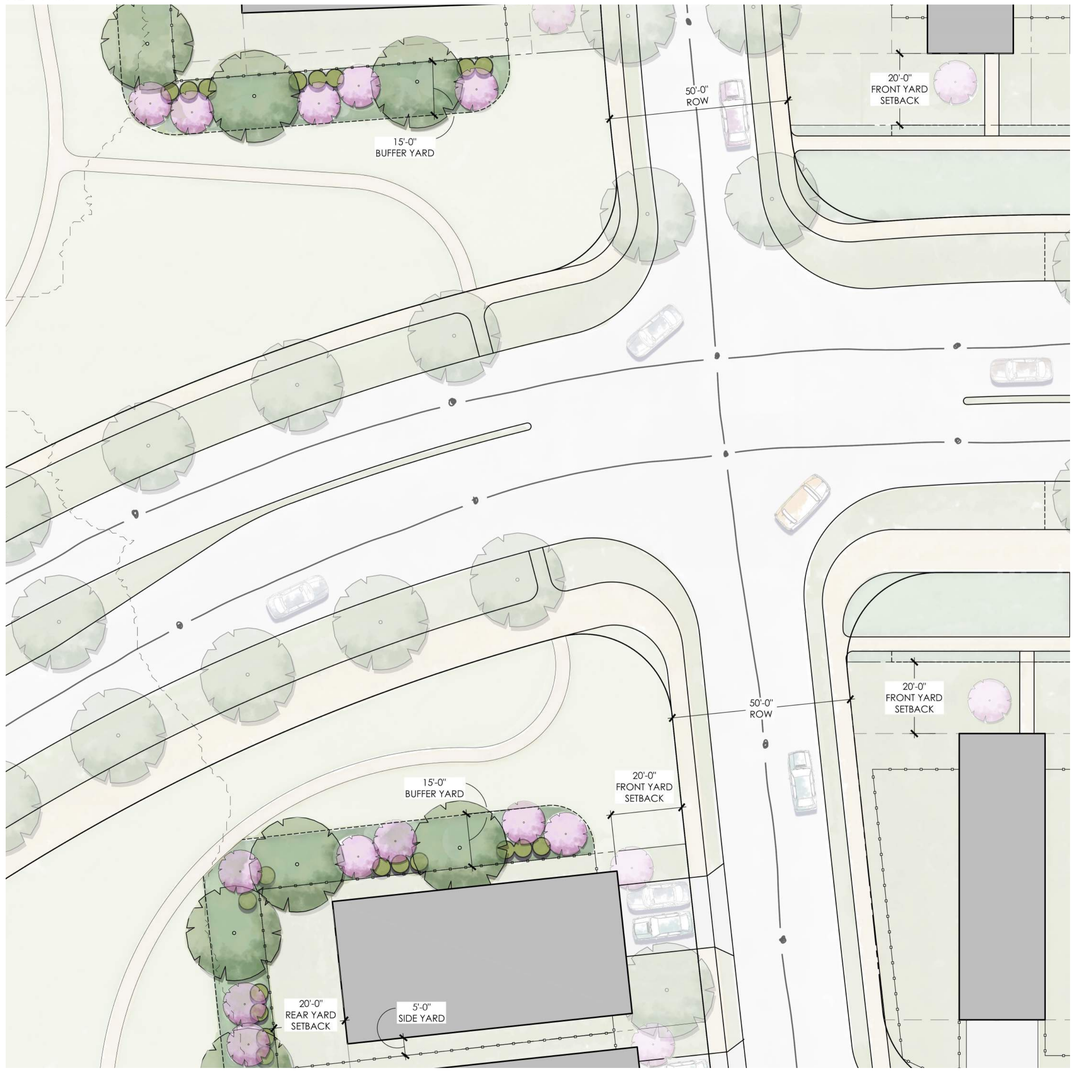
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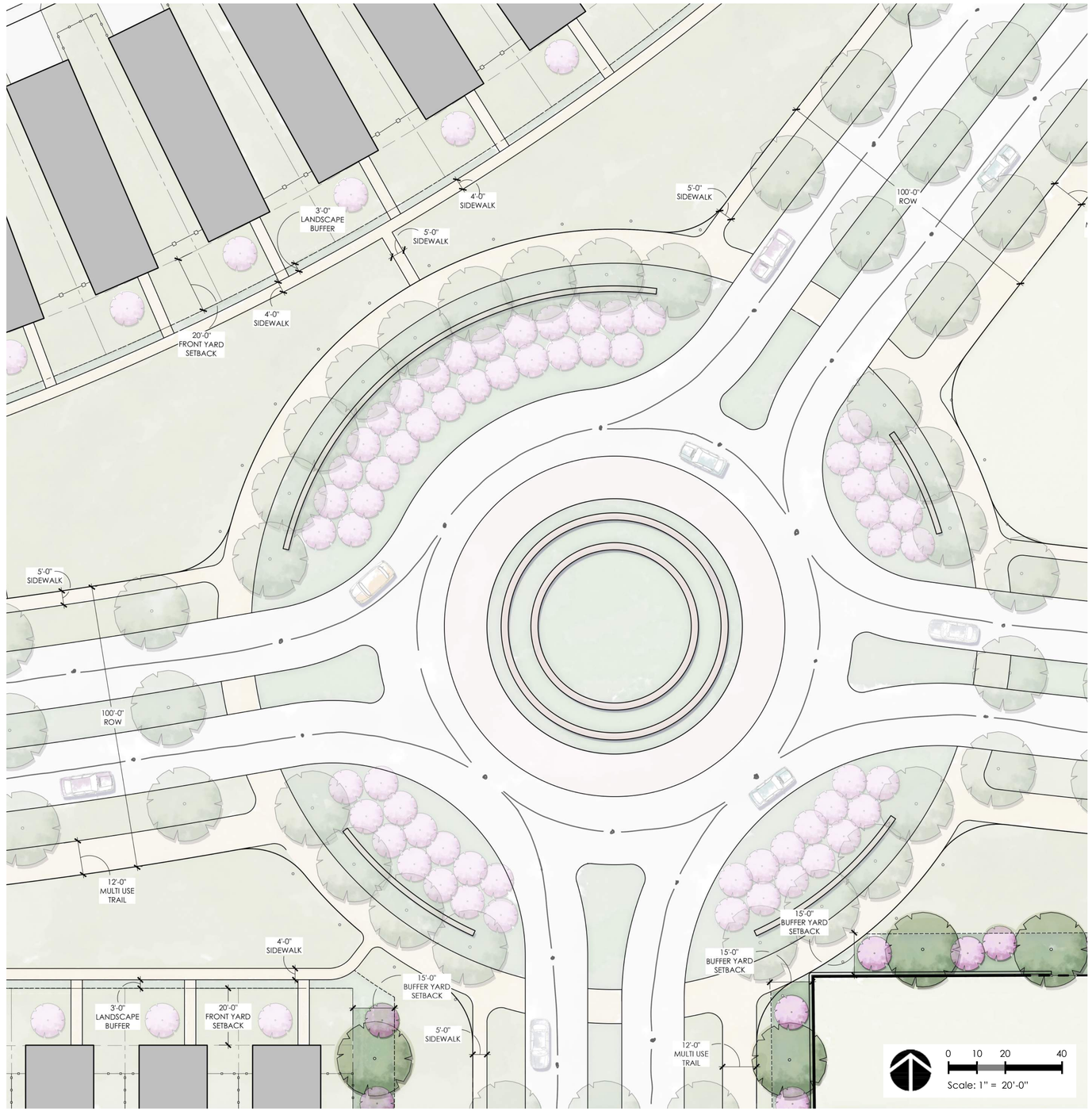


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KEY MAP



AREA - 01



AREA - 02

Meritage Homes

2025-04-09

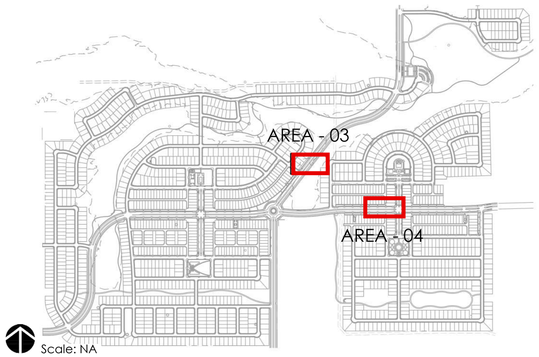
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EXHIBIT D - BUFFER YARD

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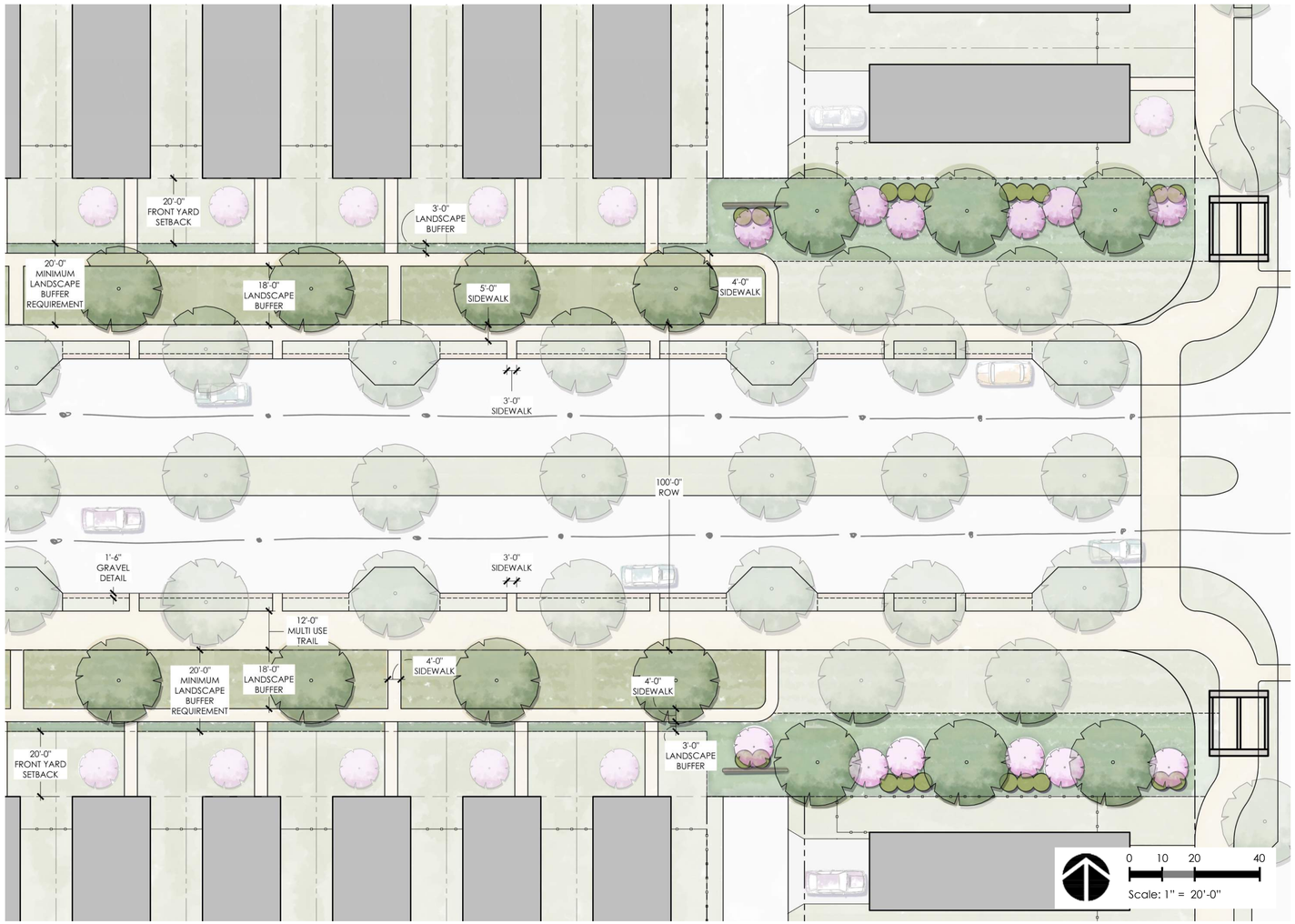


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KEY MAP



AREA - 03



AREA - 04

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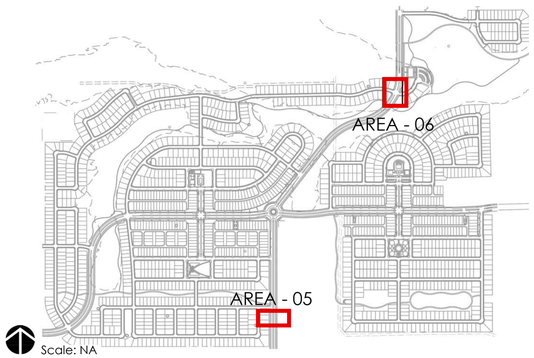
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EXHIBIT D - BUFFER YARD

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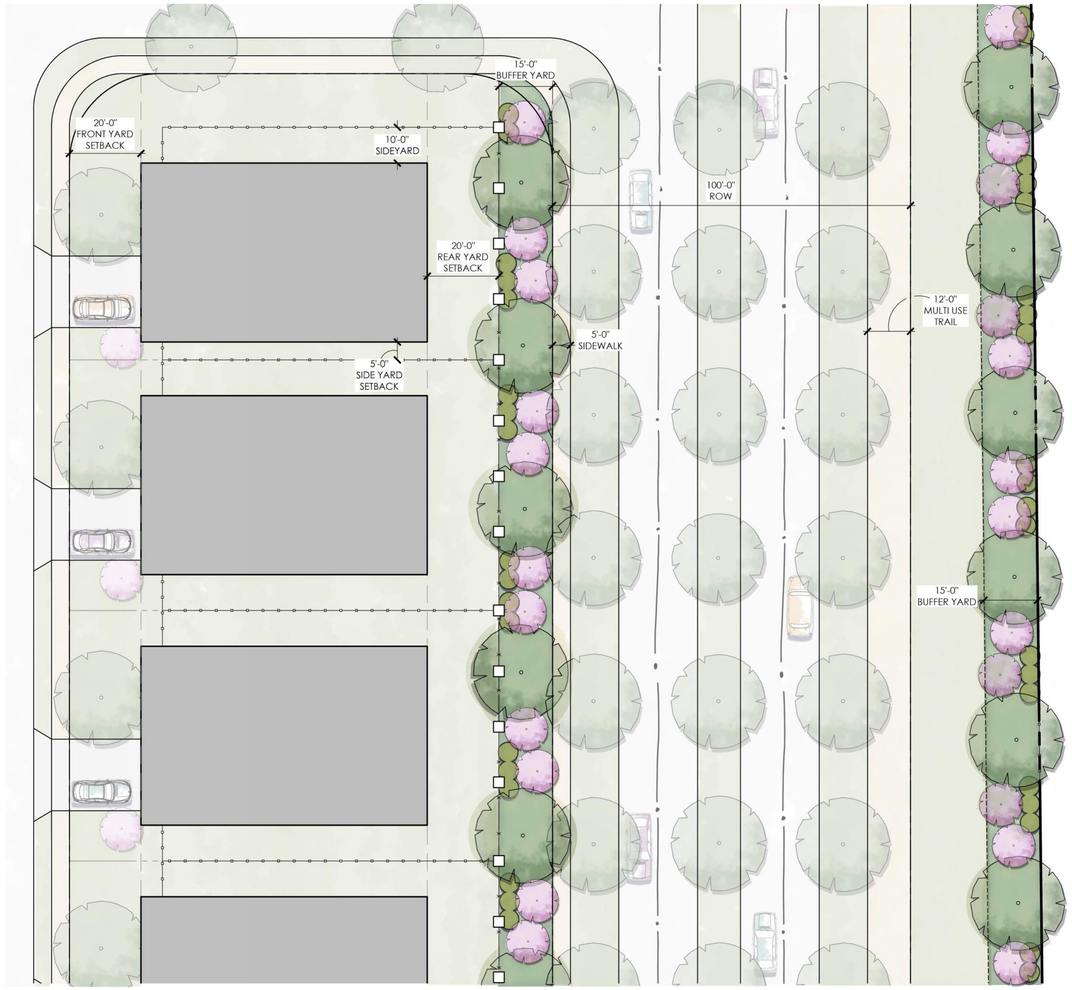
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Scale: NA

KEY MAP



AREA - 05



AREA - 06

Meritage Homes

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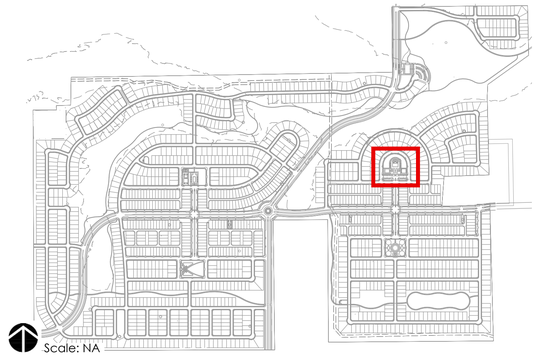
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EXHIBIT D - BUFFER YARD

Kimley»Horn

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KEY MAP



ARCHITECTURAL AESTHETIC - 01



OPEN LAWN



CANOPY TREE OPTION



PLAYGROUND



COMMUNITY POOL



PICKLE BALL COURT



Meritage Homes

2025-04-09

NOTE:
COMPLETE/FULL PLANS WILL BE SUBMITTED WITH FINAL CONSTRUCTION DOCUMENT (CD) SET. CONSTRUCTION PLANS WILL BE REVIEWED BY THE PARKS BOARD AND APPROVED BY CITY COUNCIL

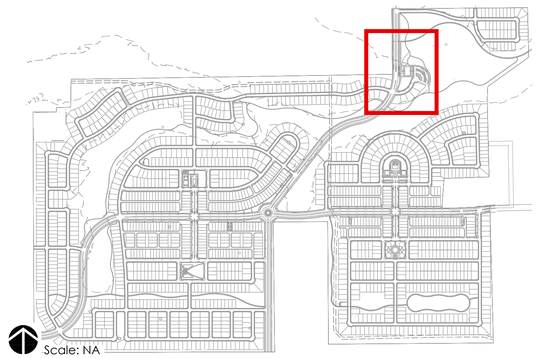
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EXHIBIT F - AMENITY ENLARGEMENT - NORTH EAST (PRIVATE / HOA)

Kimley»Horn

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Scale: NA

KEY MAP



FARMERS MARKET



DEVELOPMENT SIGNAGE AT PAVILION



ARCHITECTURAL AESTHETIC



Scale: NA

TEIRED FOUNTAIN INSPIRATION

SCUPPER FOUNTAIN INSPIRATION

Meritage Homes

2025-04-09

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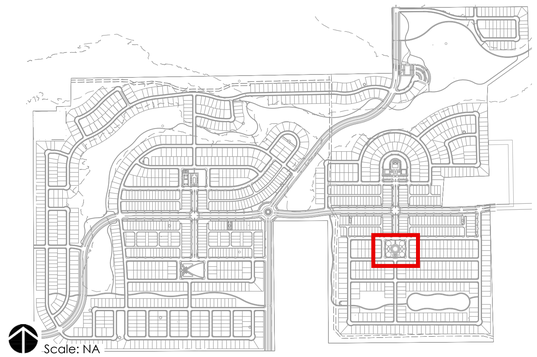
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EXHIBIT F - AMENITY ENLARGEMENT - PUBLIC PAVILION PARK

Kimley»Horn

TALSON DESIGN

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KEY MAP



PAVILION - PICNIC / SEATING AREA



ENTRY ARBOR



KID PLAYGROUND



TODDLER-PRESCHOOLER PLAYGROUND



SPLASH PAD



BASKETBALL COURT



Meritage Homes

2025-04-09

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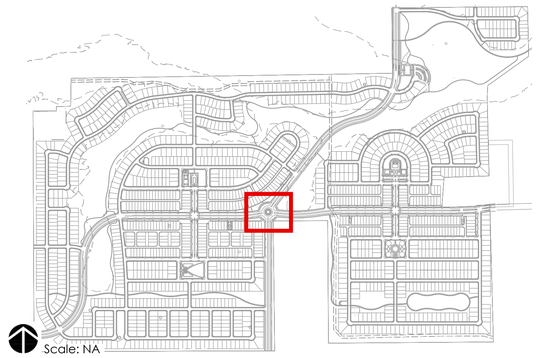
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EXHIBIT F - AMENITY ENLARGEMENT - PUBLIC PLAY PARK

Kimley»Horn

TALSON DESIGN

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KEY MAP



FLAG CITY DETAIL



ORNAMENTAL TREE DETAIL



ROUNDABOUT TREE DETAIL



MULTI USE TRAIL



ROUNDABOUT SCULPTURE - OPTION 02



ROUNDABOUT SCULPTURE - OPTION 01



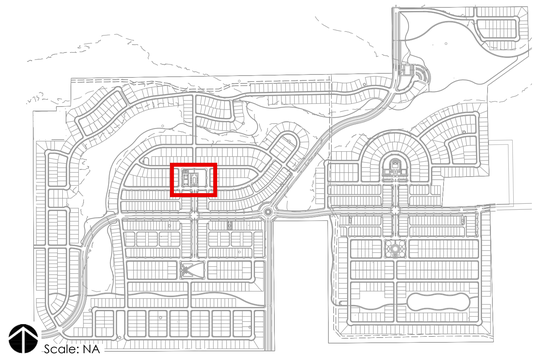
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2025-04-09

CUESTA

EXHIBIT F - AMENITY ENLARGEMENT - ROUNDABOUT

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KEY MAP



CABANA DETAIL



COMMUNITY POOL



OPEN LAWN



CANOPY TREES



ARCHITECTURAL AESTHETIC - AMENITY CENTER



PLAYGROUND



Meritage Homes

2025-04-09

NOTE:
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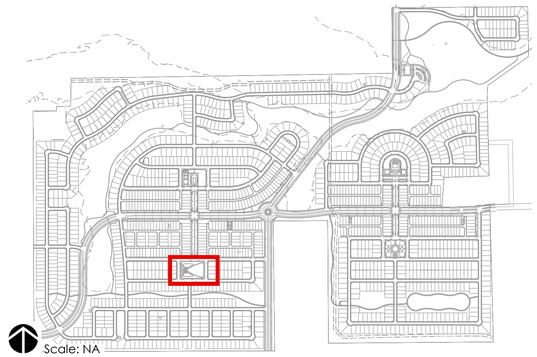
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EXHIBIT F - AMENITY ENLARGEMENT - NORTH WEST AMENITY CENTER (PRIVATE / HOA)

Kimley»Horn

TALSON DESIGN

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KEY MAP



PARK INSPIRATION



OPEN LAWN



PAVILION SEATING



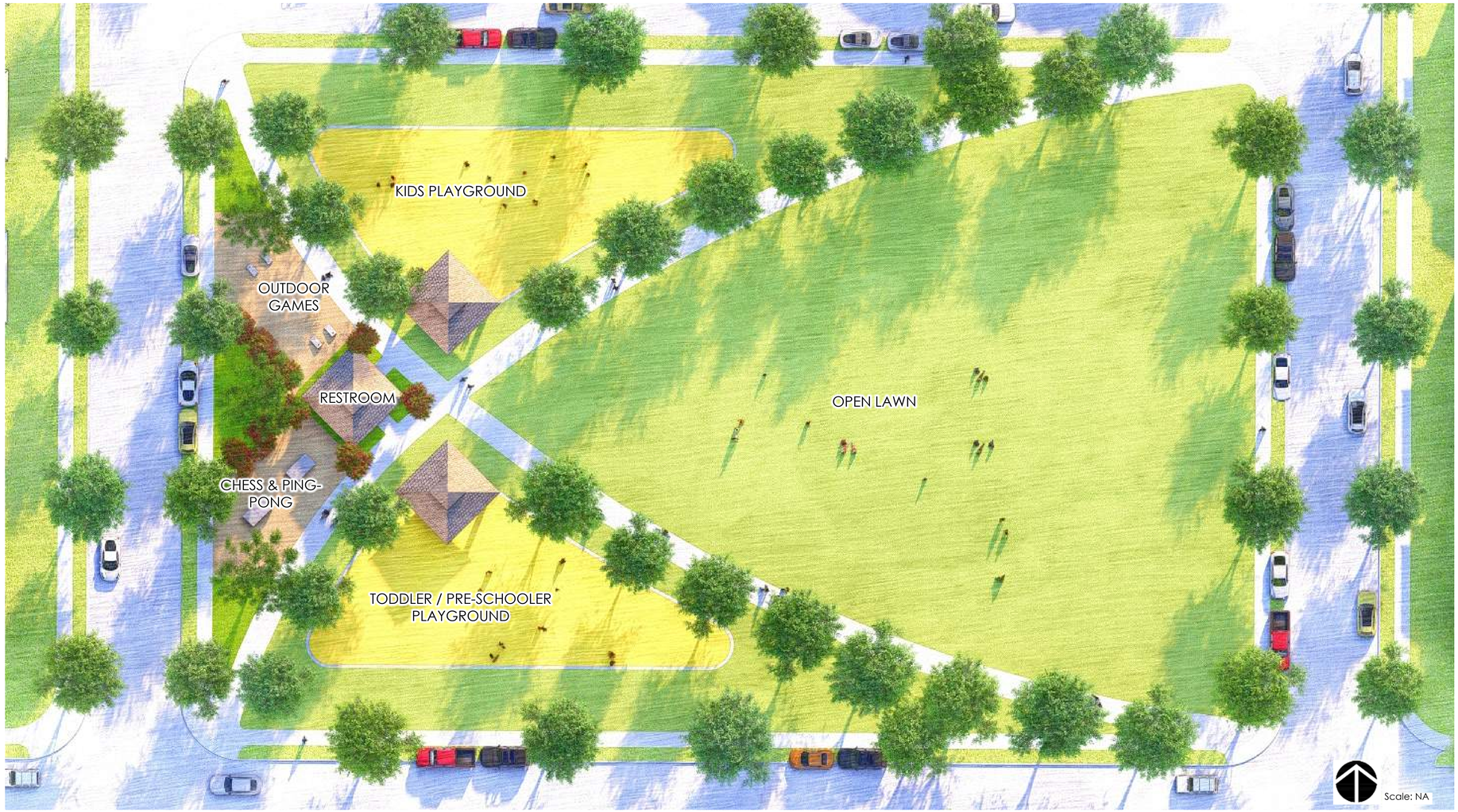
CANOPY TREE DECIDOUS



OUTDOOR GAMES & AMENITIES



TODDLER-PRE SCHOOLER / KIDS PLAYGROUND



Meritage Homes

2025-04-09

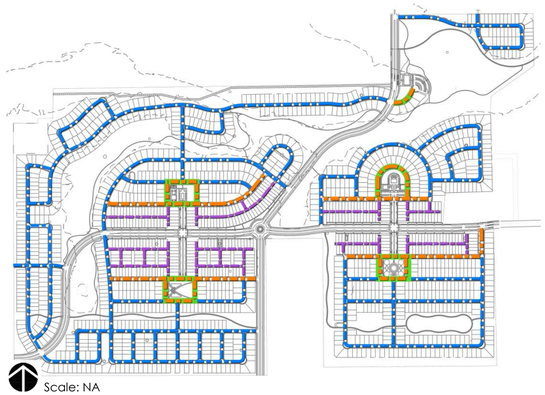
NOTE:
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CUESTA

EXHIBIT F - AMENITY ENLARGEMENT - PUBLIC EVENT PARK

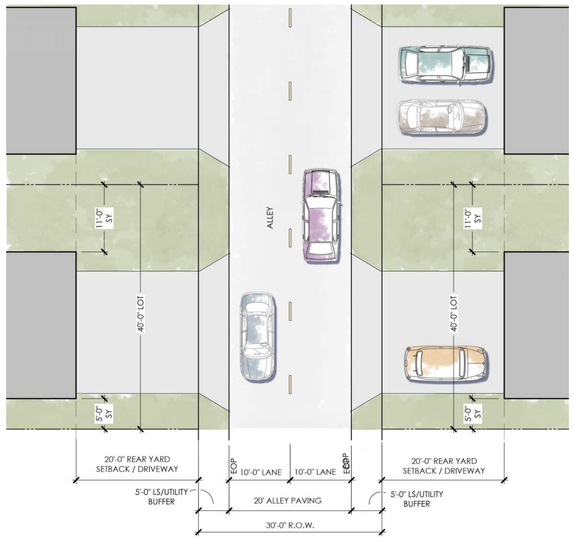
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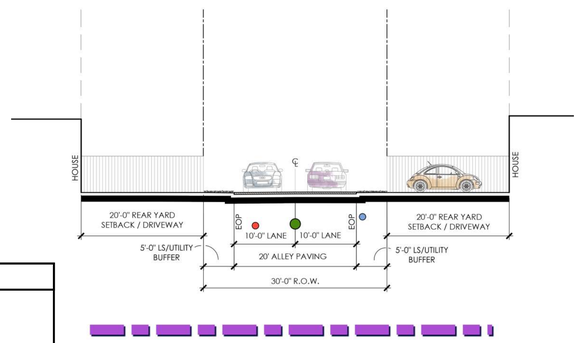
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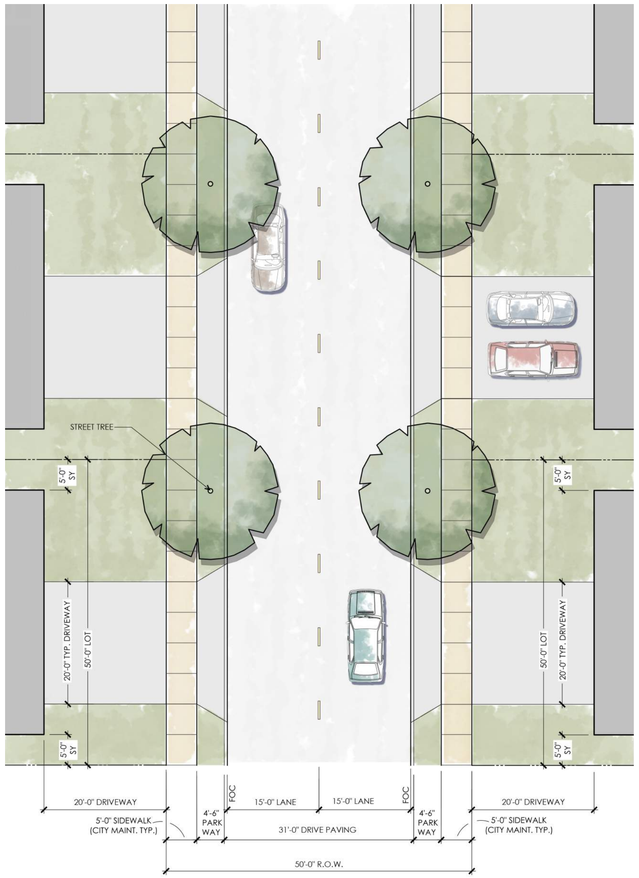
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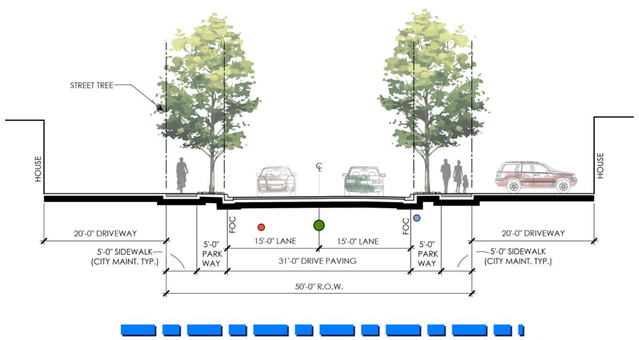
KEY MAP



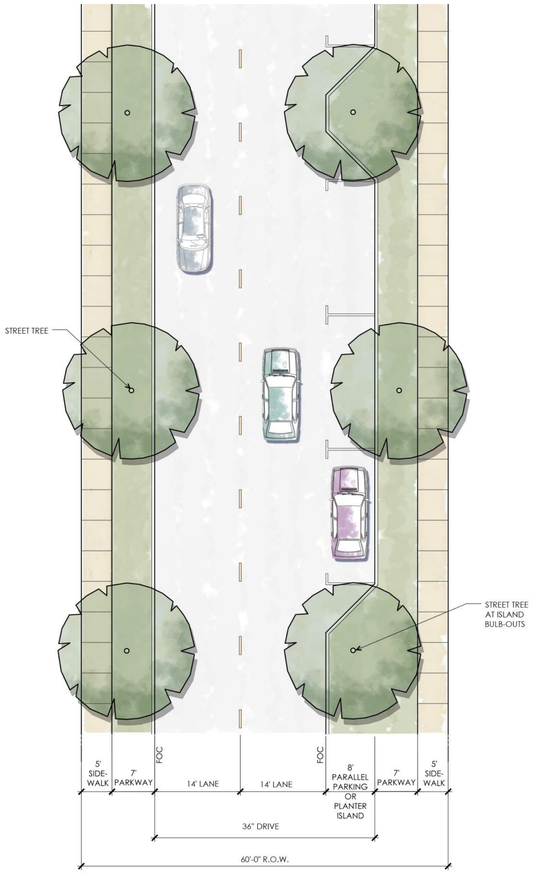


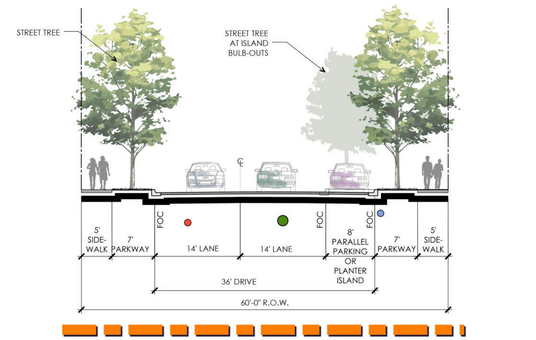
30 Ft Alley ROW Street Plan / Section



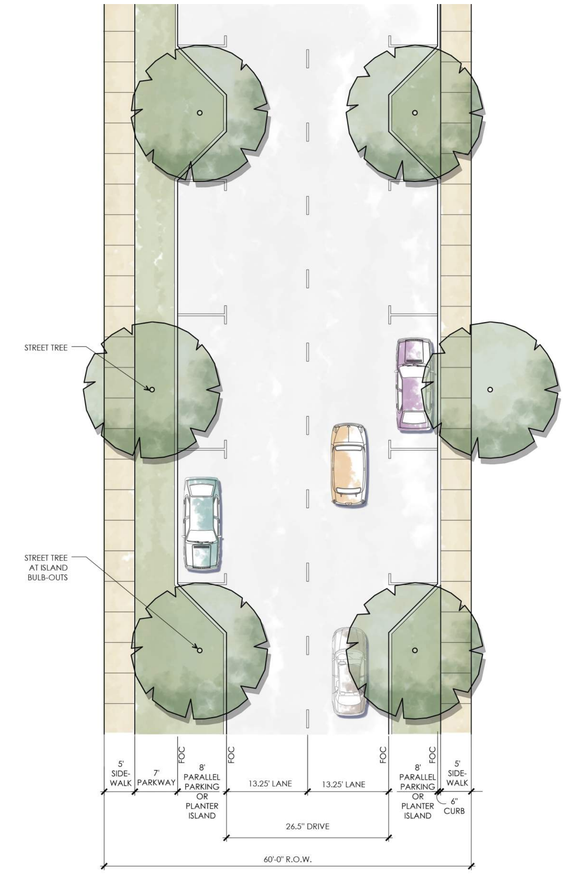


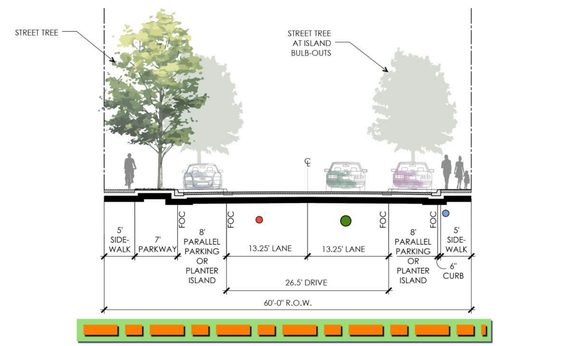
50 Ft ROW Street Plan / Section





60 Ft ROW Street Plan / Section - Type A





60 Ft ROW Street Plan / Section - Type B

UTILITY LEGEND

- WATER MAIN
- STORM
- SANITARY SEWER

Meritage Homes

2025-04-09

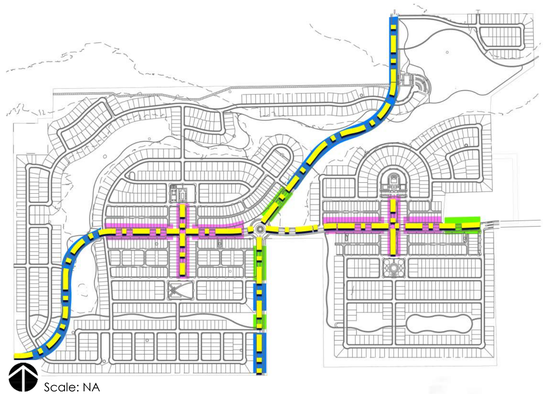
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EXHIBIT G - STREET PLAN / SECTION

Kimley»Horn

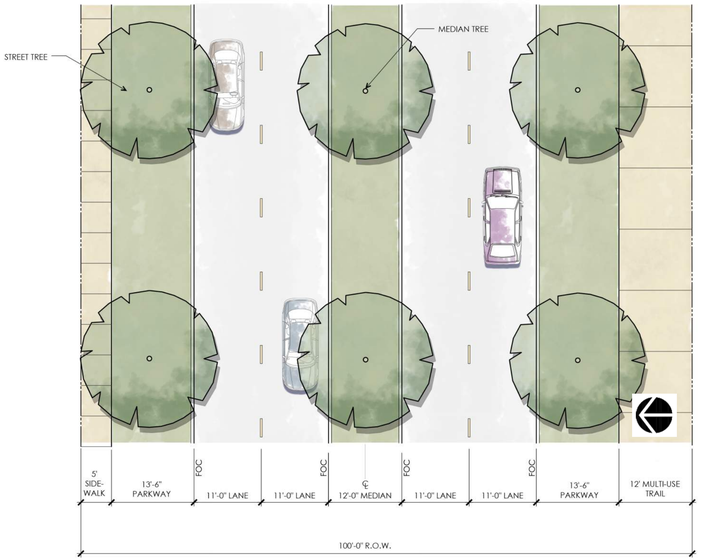
TALSON DESIGN

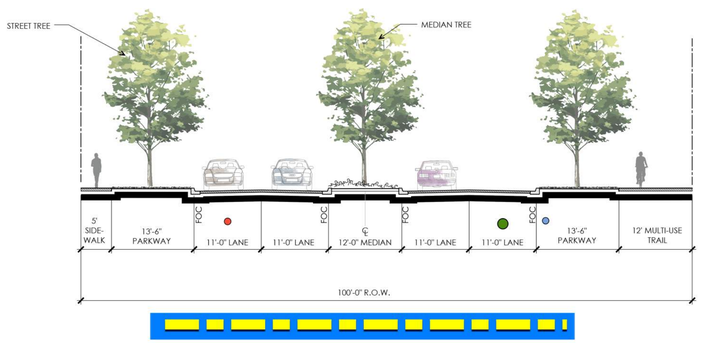
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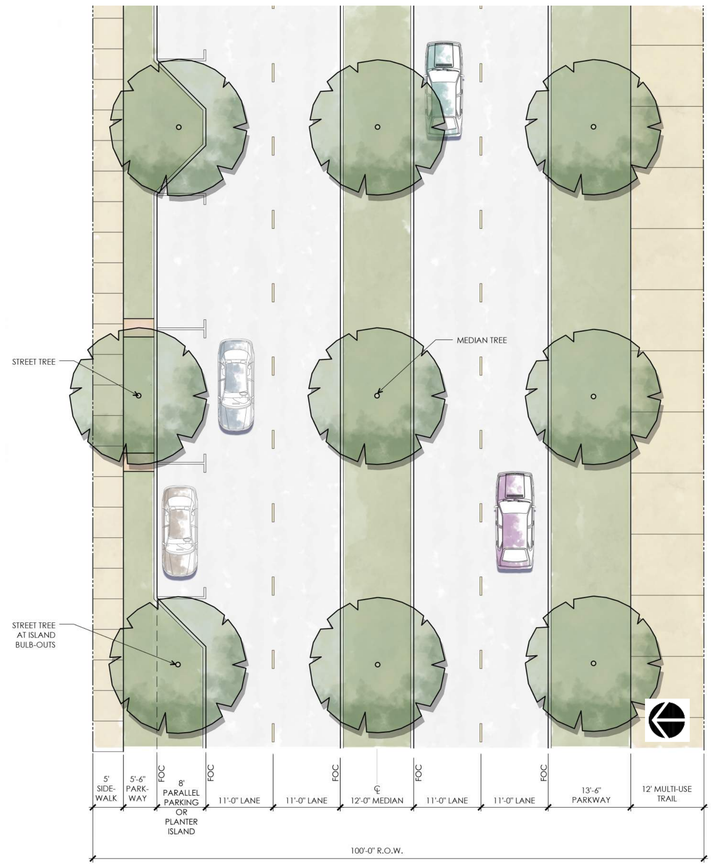
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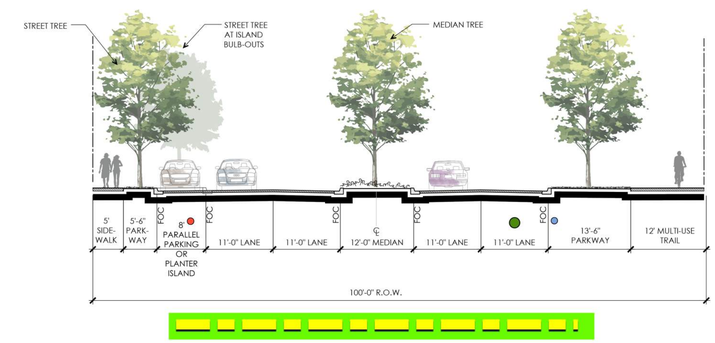
KEY MAP



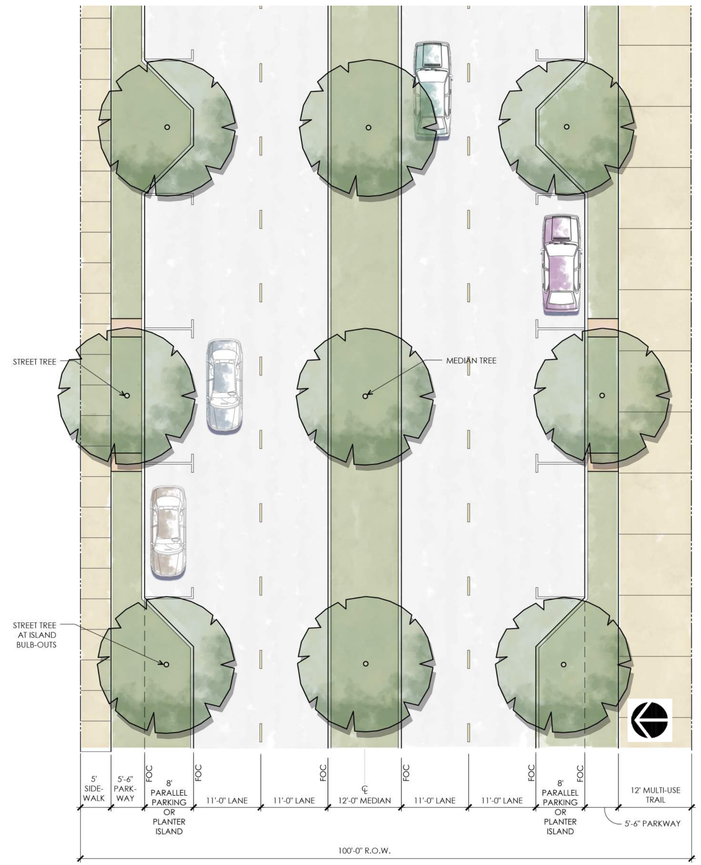


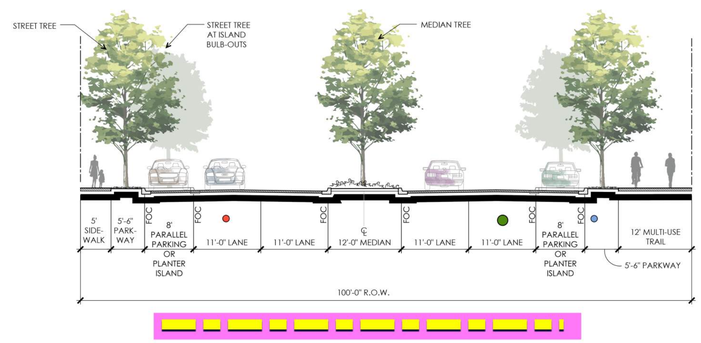
100 Ft ROW - Type A Street Plan / Section





100 Ft ROW - Type B Street Plan / Section





100 Ft ROW - Type C Street Plan / Section

UTILITY LEGEND

- WATER MAIN
- STORM
- SANITARY SEWER

Meritage Homes

2025-04-09

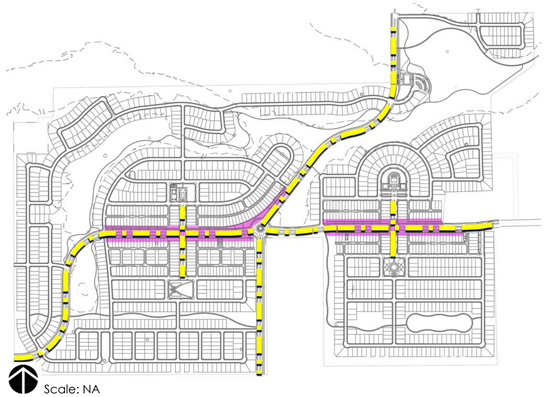
CUESTA

EXHIBIT G - STREET PLAN / SECTION

Kimley»Horn

TALSON DESIGN

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Scale: NA

KEY MAP



100 Ft ROW - Type C Street Plan / Section

UTILITY LEGEND

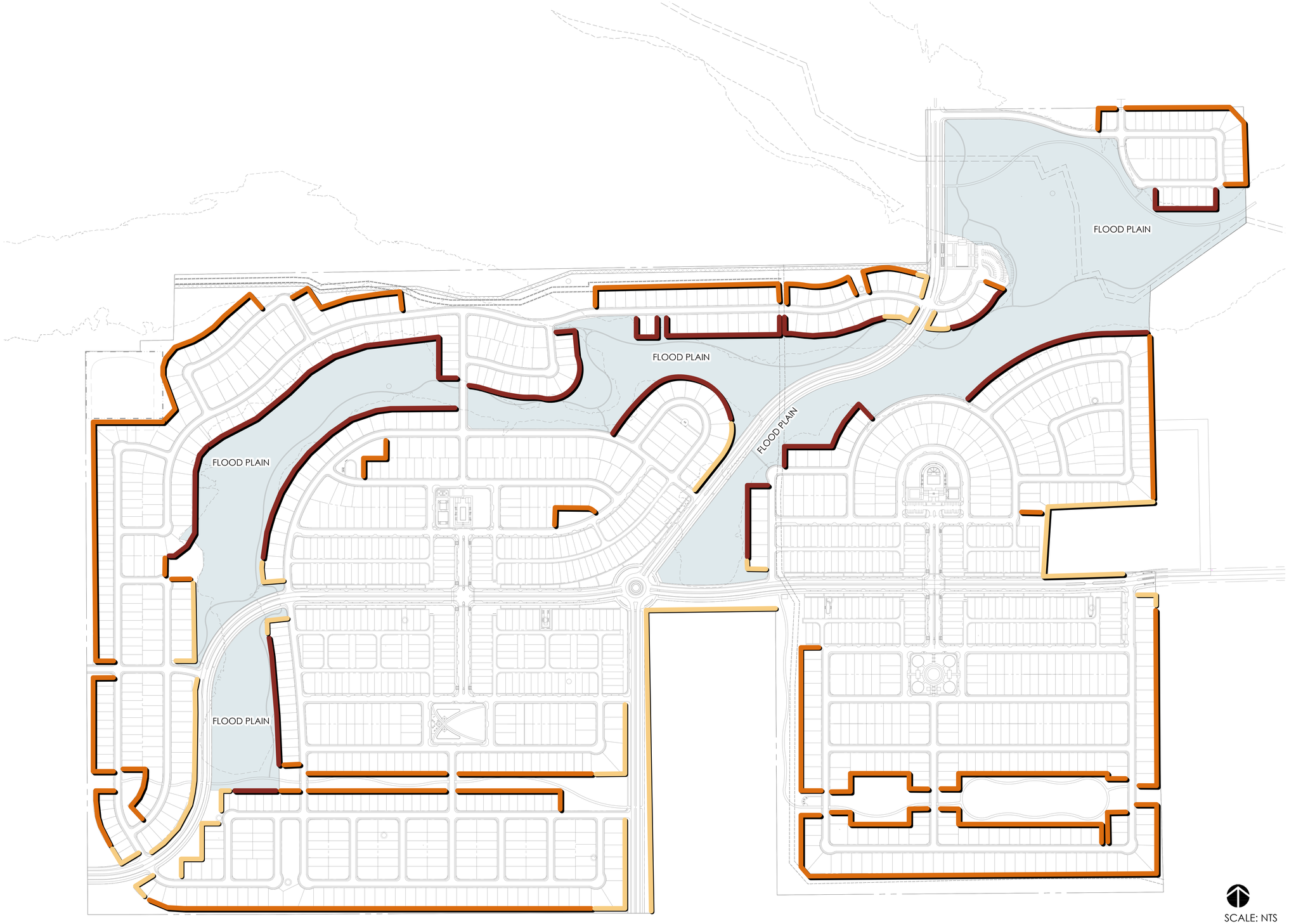
- WATER MAIN
- STORM
- SANITARY SEWER

CUESTA

EXHIBIT G - STREET PLAN / SECTION

2025-04-09

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WROUGHT IRON FENCE



WOOD PICKET FENCE



MASONRY WALL
BRICK COLOR AESTHETIC



MASONRY WALL
COLUMN AESTHETIC

SCALE: NTS

NOTE: ALL INTERNAL LOTS TO HAVE WOODEN FENCE

Meritage Homes

2025-04-09

CUESTA

FENCE & WALL PLAN

Kimley»Horn

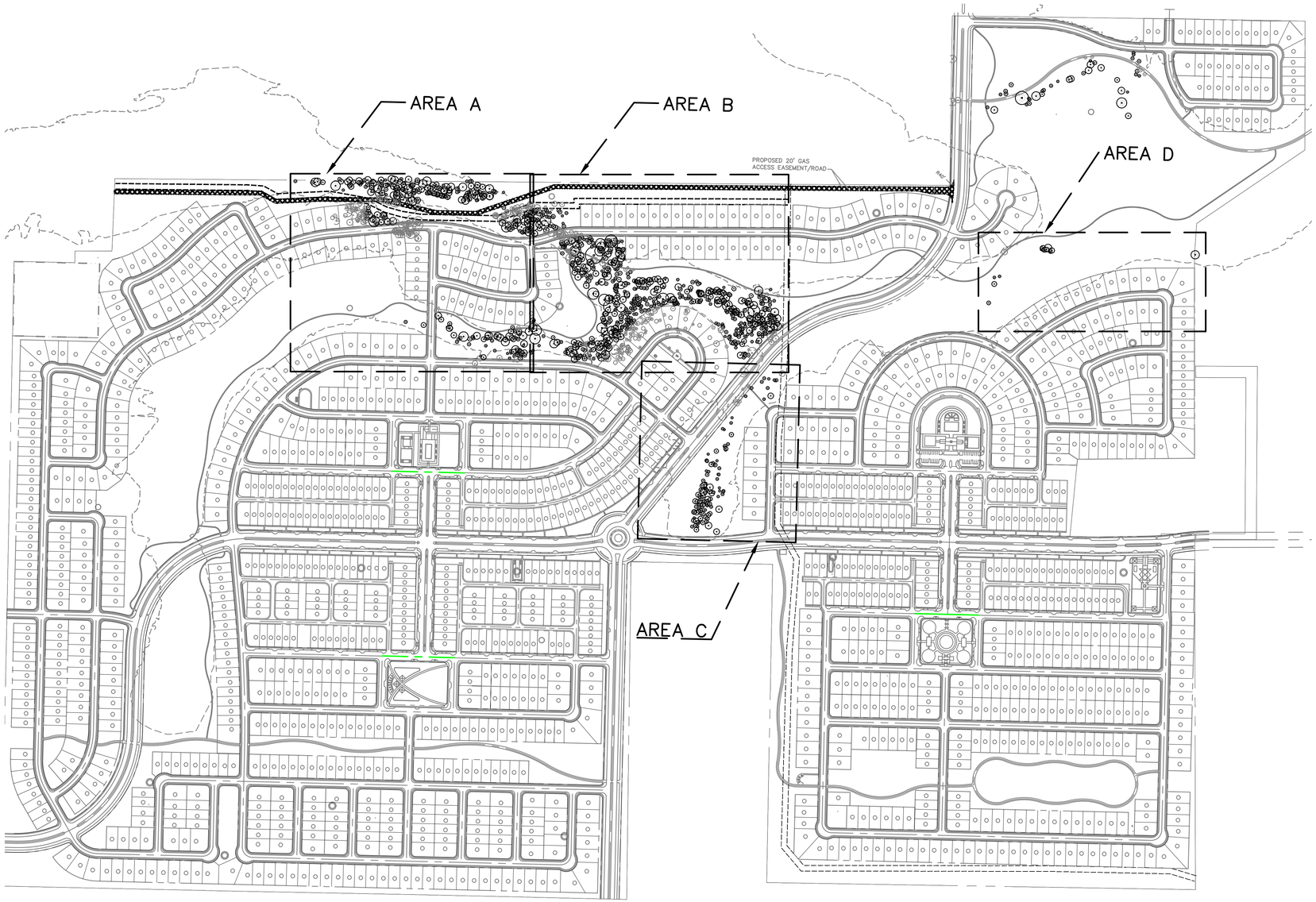
TALSON DESIGN

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TREE PRESERVATION PLAN: CUESTA DEVELOPMENT
JUSTIN, TX

TALSON DESIGN PARTNERED WITH TREE MANN SOLUTIONS

KEY MAP:



N
W E
S

0 300' 600'
SCALE: 1" = 300'

PRELIM TREE SCHEDULE	
Number of trees saved	1182
Number of trees removed	326

LEGEND

- 603 — tree
- 603 — tree to remove
- gravel road
- easement line
- gravel trail

TREE MANN SOLUTIONS
DALLAS, TX

PREPARED BY:

NO.	DESCRIPTION	DATE

CUESTA DEVELOPMENT
TALSON DESIGN
ATTN: JAKE SCHWARZ, PLA

Date: 11/07/2024
Check by: JJ
Drawn By: SD
Sheet No. COVER

Meritage Homes
2025-04-09

CUESTA

TREE SURVEY / INVENTORY

Kimley»Horn
TALSON DESIGN

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AREA A

N
W E
S

0 50' 100'
SCALE: 1" = 50'

LEGEND

- tree (603)
- tree to remove (603)
- gravel road
- easement line
- gravel trail

TREE MANN SOLUTIONS
PLANNING • PERMITTING • PRESERVATION

TREE MANN SOLUTIONS
DALLAS, TX

PREPARED BY:

No.	DATE	DESCRIPTION

CUESTA DEVELOPMENT
TALSON DESIGN
ATTN: JAKE SCHWARZ, PLA

Date: 11/07/2024
Check by: JJ
Drawn By: SD
Sheet No. 1 of 6
Project No. 9831

Meritage Homes
2025-04-09

CUESTA

TREE PRESERVATION PLAN

Kimley»Horn TALSON DESIGN

P:\16195 Meritage Homes\00 Range Creek\Talson Design\11 Planning & Zoning\11.01 PZ Final Docs

AREA B

N
W E
S

0 50' 100'
SCALE: 1" = 50'

LEGEND

- 603 — tree
- 603 — tree to remove
- gravel road
- easement line
- gravel trail

TREE MANN SOLUTIONS
PLANNING • PERMITTING • PRESERVATION

TREE MANN SOLUTIONS
DALLAS, TX

PREPARED BY:

No.	DATE	DESCRIPTION	BY

CUESTA DEVELOPMENT
TALSON DESIGN
ATTN: JAKE SCHWARZ, PLA

Date:	11/07/2024
Check by:	JJ
Drawn By:	SD
Sheet No.	2 of 6
Project No.	9831

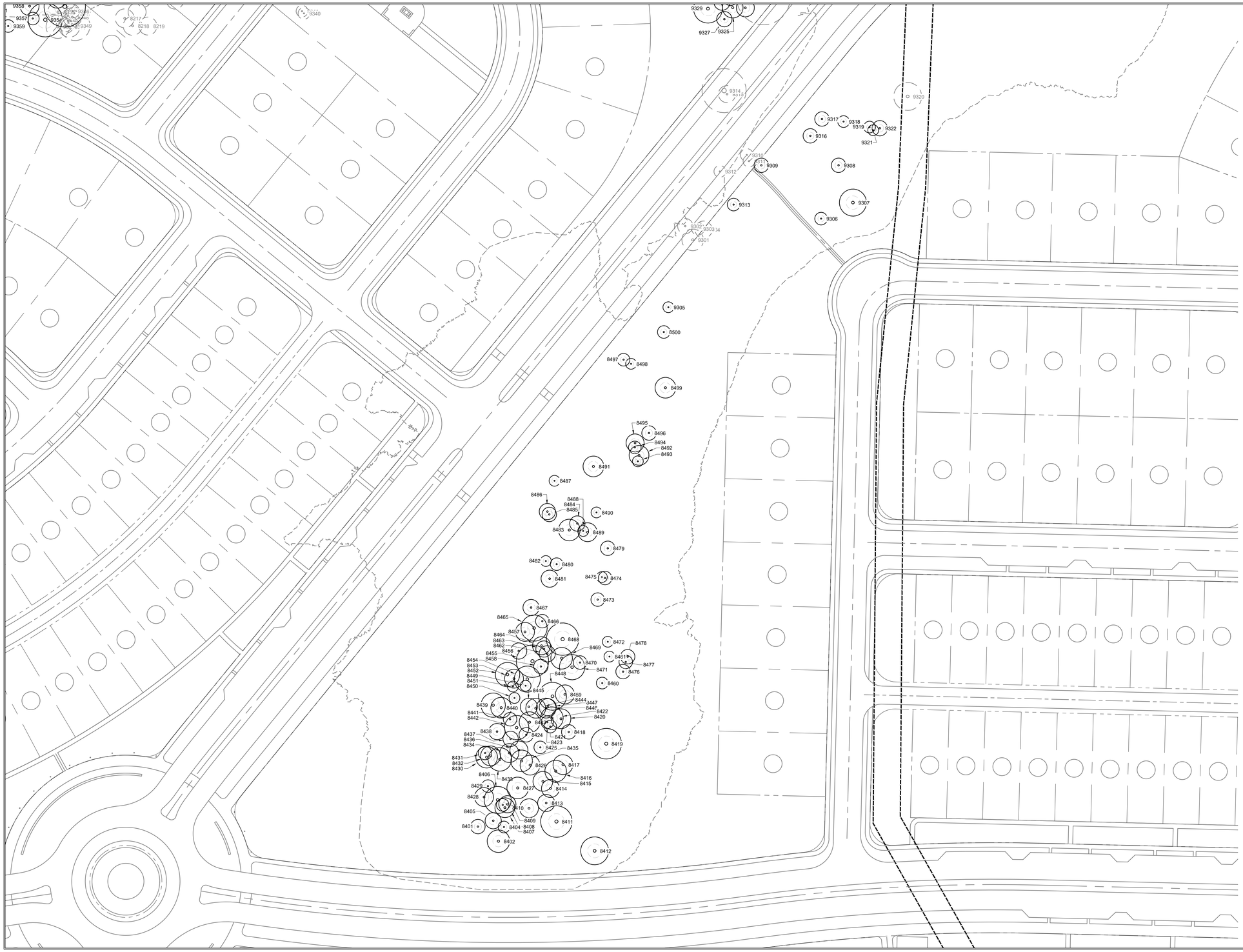
P:\616.195 Meritage Homes\001 Range Creek\Talson Design\11 Planning & Zoning\11.01 P2 Final Docs

Meritage Homes
2025-04-09

Kimley»Horn

TALSON DESIGN

AREA C



N
W E
S

0 50' 100'
SCALE: 1" = 50'

LEGEND

- 603 — tree
- 603 — tree to remove
- gravel road
- easement line
- gravel trail

TREE MANN SOLUTIONS
PLANNING • PERMITTING • PRESERVATION

TREE MANN SOLUTIONS
DALLAS, TX

PREPARED BY:

NO.	DESCRIPTION	DATE

CUESTA DEVELOPMENT
TALSON DESIGN
ATTN: JAKE SCHWARZ, PLA

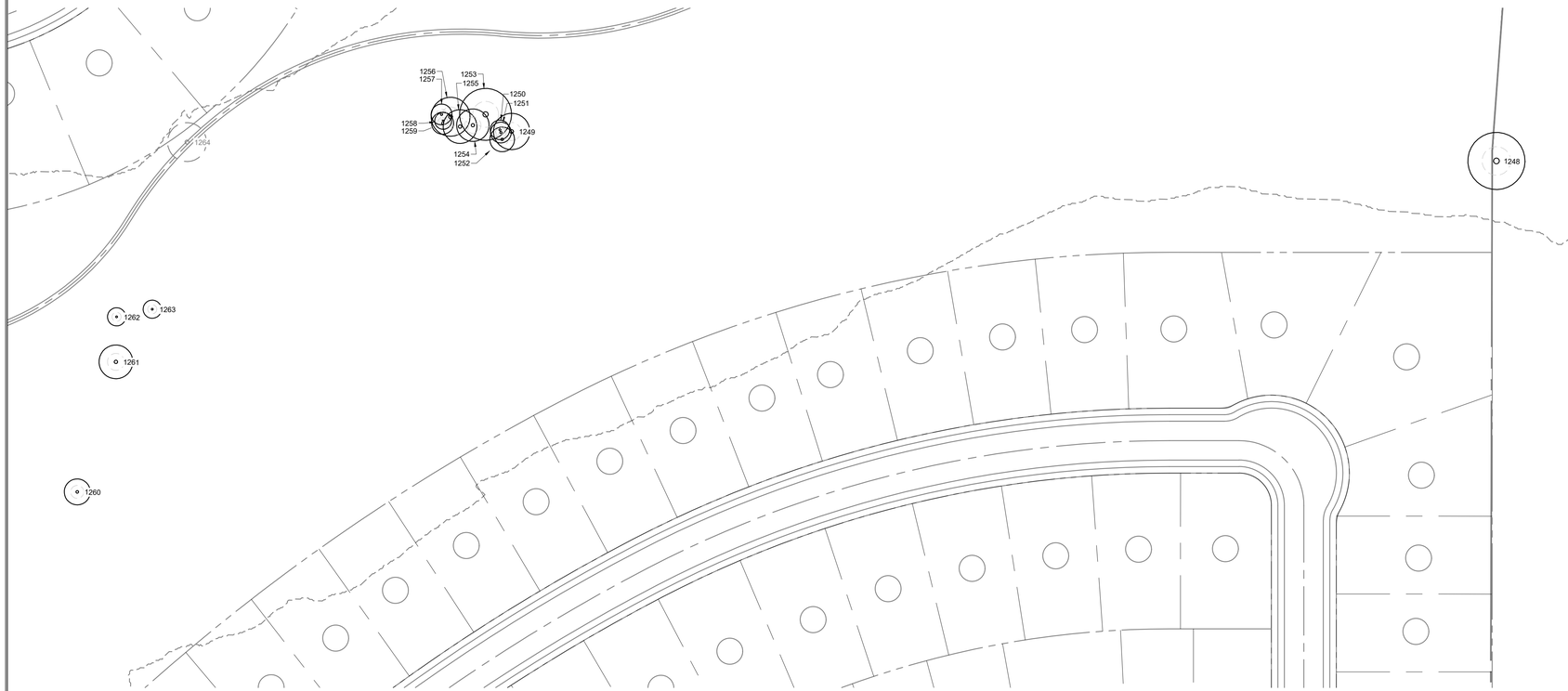
Date: 11/07/2024
Check by: JJ
Drawn By: SD
Sheet No. 3 of 6
Project No. 9831

Meritage Homes
2025-04-09

Kimley»Horn
TALSON DESIGN

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AREA D





0 50' 100'

SCALE: 1" = 50'

LEGEND

- 603 — tree
- 603 — tree to remove
- gravel road
- easement line
- gravel trail

TREE MANN SOLUTIONS
PLANNING • PERMITTING • PRESERVATION

TREE MANN SOLUTIONS
DALLAS, TX

PREPARED BY:

No.	DATE	DESCRIPTION

CUESTA DEVELOPMENT
TALSON DESIGN
ATTN: JAKE SCHWARZ, PLA

Date: 11/07/2024

Check by: JJ

Drawn By: SD

Sheet No. 4 of 6

Project No. 9831

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2025-04-09

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TALSON DESIGN

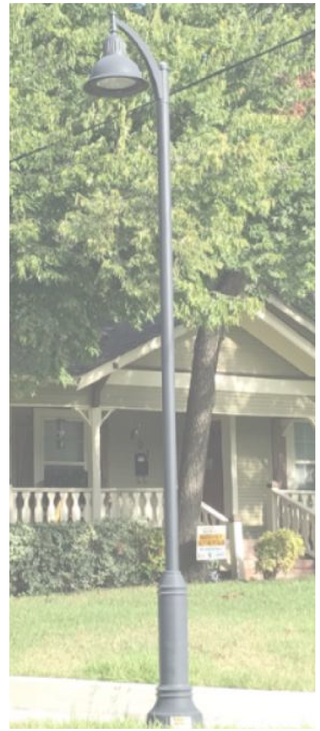
TREE LIST

Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species
1145	10	Fair	Cedar Elm	1350	11	Fair	Cedar Elm	1448	15.5	Fair	Cedar Elm	1643	12	Fair	Cedar Elm	5549	6.5	Fair	Cedar Elm	5644	9	Fair	Cedar Elm	7736	7	Fair	Cedar Elm	7833	6.5	Fair	Cedar Elm
1248	22	Fair	Cedar Elm	1351	6	Fair	Cedar Elm	1449	9.5	Fair	Cedar Elm	1644	7.5	Fair	Cedar Elm	5550	14	Fair	Cedar Elm	5645	9.5	Fair	Cedar Elm	7737	6	Fair	Cedar Elm	7834	14	Fair	Cedar Elm
1249	14	Poor	Cedar Elm	1352	10.5	Fair	Cedar Elm	1450	6.5	Fair	Cedar Elm	1645	8.5	Poor	Cedar Elm	5551	14	Fair	Cedar Elm	5646	18	Fair	Cedar Elm	7738	11	Fair	Cedar Elm	7835	15.5	Fair	Cedar Elm
1250	7.5	Fair	Cedar Elm	1353	11	Fair	American Elm	1451	18	Fair	American Elm	1646	6.5	Fair	Cedar Elm	5552	6.5	Fair	Cedar Elm	5647	13	Fair	Cedar Elm	7739	6.5	Fair	Cedar Elm	7836	9.5	Poor	Cedar Elm
1251	8	Fair	Cedar Elm	1354	8.5	Fair	Cedar Elm	1452	25	Very Poor	American Elm	1647	7.5	Fair	Cedar Elm	5553	13	Fair	Cedar Elm	5648	14.5	Fair	Cedar Elm	7740	7.5	Fair	Cedar Elm	~~7837~~	~~6~~	~~Fair~~	~~Cedar Elm~~
1252	9.5	Fair	Cedar Elm	1355	14.5	Fair	Cedar Elm	1453	6.5	Fair	American Elm	1648	13	Fair	Cedar Elm	5554	8.5	Fair	Cedar Elm	5649	17	Fair	Cedar Elm	7741	8	Fair	Cedar Elm	~~7838~~	~~11~~	~~Fair~~	~~Cedar Elm~~
1253	20	Poor	Cedar Elm	1356	13	Fair	Cedar Elm	1454	18	Fair	Cedar Elm	1649	7	Fair	Cedar Elm	5555	19	Fair	Cedar Elm	5650	16.5	Poor	Cedar Elm	7742	6	Poor	Cedar Elm	~~7839~~	~~9~~	~~Fair~~	~~Cedar Elm~~
1254	12.5	Fair	Cedar Elm	1357	10	Fair	Cedar Elm	1455	11	Fair	Cedar Elm	1650	13	Fair	Cedar Elm	5556	12.5	Fair	Cedar Elm	5651	18	Fair	Cedar Elm	7743	10	Fair	Cedar Elm	~~7840~~	~~10.5~~	~~Fair~~	~~Cedar Elm~~
1255	13	Fair	Cedar Elm	1358	14	Fair	Cedar Elm	1456	8	Fair	Cedar Elm	1651	7	Fair	Cedar Elm	5557	9	Fair	Cedar Elm	5652	17	Fair	Cedar Elm	7744	10	Fair	Cedar Elm	7841	9	Fair	Cedar Elm
1256	15	Fair	Cedar Elm	1359	14.5	Fair	Cedar Elm	1457	10	Fair	Cedar Elm	1652	10.5	Fair	Cedar Elm	5558	12.5	Fair	Cedar Elm	~~5653~~	~~7~~	~~Fair~~	~~Cedar Elm~~	7745	8	Fair	Cedar Elm	~~7842~~	~~10.5~~	~~Fair~~	~~Cedar Elm~~
1257	8	Fair	Cedar Elm	1360	9	Fair	Cedar Elm	1458	9.5	Fair	Cedar Elm	1653	13	Fair	Cedar Elm	5559	7	Fair	Cedar Elm	~~5654~~	~~10~~	~~Fair~~	~~Cedar Elm~~	~~7746~~	~~6.5~~	~~Fair~~	~~Cedar Elm~~	7843	17.5	Fair	Cedar Elm
1258	6.5	Fair	Cedar Elm	1361	6	Fair	Cedar Elm	1459	17.5	Fair	Cedar Elm	1654	11.5	Fair	Cedar Elm	5560	6	Fair	Cedar Elm	5655	9	Fair	Cedar Elm	~~7747~~	~~16~~	~~Fair~~	~~Cedar Elm~~	~~7844~~	~~14~~	~~Fair~~	~~Cedar Elm~~
1259	8.5	Fair	Cedar Elm	1362	6	Fair	Cedar Elm	1460	8	Fair	American Elm	1655	8.5	Fair	Cedar Elm	5561	8	Fair	Cedar Elm	~~5656~~	~~11.5~~	~~Fair~~	~~Cedar Elm~~	7748	16.5	Fair	Cedar Elm	~~7845~~	~~11~~	~~Fair~~	~~Cedar Elm~~
1260	10	Fair	Cedar Elm	1363	19.5	Fair	Cedar Elm	1461	9.5	Fair	American Elm	1656	10	Poor	Cedar Elm	5562	15	Fair	Cedar Elm	5657	8.5	Fair	Cedar Elm	7749	8	Fair	Cedar Elm	7846	9	Fair	Cedar Elm
1261	13	Poor	Cedar Elm	1364	8	Fair	Cedar Elm	1462	8.5	Fair	Cedar Elm	1657	18	Fair	Cedar Elm	5563	26.5	Fair	Cedar Elm	~~5658~~	~~9~~	~~Fair~~	~~Cedar Elm~~	7750	11	Fair	Cedar Elm	7847	8.5	Fair	Cedar Elm
1262	7	Fair	Cedar Elm	1365	9	Fair	Cedar Elm	1463	11.5	Fair	Cedar Elm	1658	18	Fair	Cedar Elm	5564	13.5	Fair	Cedar Elm	~~5659~~	~~7~~	~~Fair~~	~~Cedar Elm~~	7751	10.5	Fair	Cedar Elm	7848	6	Fair	Cedar Elm
1263	7	Fair	Cedar Elm	1366	11.5	Fair	Cedar Elm	1464	11.5	Fair	Cedar Elm	1659	9	Fair	Cedar Elm	5565	8	Fair	Cedar Elm	~~5660~~	~~10~~	~~Fair~~	~~Cedar Elm~~	7752	13	Fair	Cedar Elm	7849	17.5	Fair	Cedar Elm
~~1264~~	~~15~~	~~Fair~~	~~Cedar Elm~~	1367	15.5	Fair	Cedar Elm	1465	16	Fair	Cedar Elm	1660	13	Fair	Cedar Elm	5566	13	Fair	Cedar Elm	~~5661~~	~~6~~	~~Fair~~	~~Cedar Elm~~	7753	9	Fair	Cedar Elm	7850	6.5	Fair	Cedar Elm
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1266	18	Fair	American Elm	1369	15	Fair	Cedar Elm	1467	6.5	Fair	American Elm	1662	13	Fair	Cedar Elm	5568	14.5	Fair	Cedar Elm	~~5663~~	~~10.5~~	~~Fair~~	~~Cedar Elm~~	7755	8.5	Fair	Cedar Elm	7852	7	Fair	Cedar Elm
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~~1271~~	~~8.5~~	~~Fair~~	~~American Elm~~	1374	9.5	Fair	Cedar Elm	1472	10	Fair	American Elm	1667	15	Fair	Cedar Elm	5573	16	Very Poor	Cedar Elm	~~5668~~	~~7~~	~~Fair~~	~~Cedar Elm~~	7760	6.5	Fair	Cedar Elm	7857	8.5	Fair	Cedar Elm
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1273	10	Fair	American Elm	1376	6	Fair	Cedar Elm	1474	14	Fair	Cedar Elm	~~1669~~	~~15~~	~~Fair~~	~~Cedar Elm~~	5575	7	Fair	Cedar Elm	~~5670~~	~~11.5~~	~~Fair~~	~~Cedar Elm~~	7762	9	Fair	Cedar Elm	7859	9	Fair	Cedar Elm
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~~1277~~	~~9~~	~~Very Poor~~	~~American Elm~~	1380	8.5	Fair	Cedar Elm	1478	7	Fair	Cedar Elm	~~1673~~	~~20~~	~~Fair~~	~~Cedar Elm~~	5579	9	Fair	Cedar Elm	~~5674~~	~~23.5~~	~~Fair~~	~~Cedar Elm~~	7766	17	Fair	American Elm	7863	7.5	Fair	Cedar Elm
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1279	7.5	Fair	American Elm	1382	12	Fair	Cedar Elm	1480	10.5	Fair	Cedar Elm	~~1675~~	~~9.5~~	~~Fair~~	~~Cedar Elm~~	5581	12.5	Fair	Cedar Elm	~~5676~~	~~16~~	~~Fair~~	~~Cedar Elm~~	7768	7.5	Fair	Cedar Elm	7865	11	Fair	Cedar Elm
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1281	10	Fair	American Elm	1384	10.5	Fair	Cedar Elm	1482	19	Fair	Cedar Elm	1677	13	Fair	Cedar Elm	5583	12.5	Fair	Cedar Elm	~~5678~~	~~7.5~~	~~Fair~~	~~Cedar Elm~~	7770	7	Fair	Cedar Elm	7867	7.5	Fair	Cedar Elm
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1284	11	Fair	American Elm	1387	9.5	Fair	Cedar Elm	1485	13.5	Fair	Cedar Elm	1680	19	Fair	Cedar Elm	5586	6	Fair	Cedar Elm	5681	8	Fair	Cedar Elm	~~7773~~	~~9~~	~~Fair~~	~~Cedar Elm~~	7870	23.5	Fair	Cedar Elm
1285	35	Good	American Elm	1388	12	Fair	Cedar Elm	1486	8	Fair	Cedar Elm	1681	9	Fair	American Elm	5587	22	Fair	American Elm	5682	~~10~~	Fair	~~American Elm~~	~~7774~~	~~8.5~~	~~Fair~~	~~Cedar Elm~~	7871	12	Fair	Cedar Elm
1286	7.5	Fair	American Elm	1389	7.5	Fair	Cedar Elm	1487	10.5	Fair	Cedar Elm	1682	6	Fair	American Elm	5588	10	Fair	American Elm	5683	12.5	Fair	Cedar Elm	~~7775~~	~~13~~	~~Poor~~	~~Cedar Elm~~	7872	8	Fair	Cedar Elm
1287	8	Fair	American Elm	1390	13	Poor	Cedar Elm	1488	15	Fair	Cedar Elm	1683	21	Fair	Cedar Elm	5589	8	Fair	American Elm	5684	9	Fair	Cedar Elm	~~7776~~	~~13~~	~~Fair~~	~~Cedar Elm~~	7873	12	Fair	Cedar Elm
1288	7	Poor	American Elm	1391	8.5	Fair	Cedar Elm	1489	13	Fair	Cedar Elm	1684	7.5	Fair	Cedar Elm	5590	28	Fair	Cedar Elm	5685	16	Fair	Cedar Elm	~~7777~~	~~6.5~~	~~Fair~~	~~Cedar Elm~~	7874	16	Fair	Cedar Elm
1289	9.5	Fair	American Elm	1392	6.5	Poor	Cedar Elm	1490	16	Fair	Cedar Elm	1685	9	Fair	Cedar Elm	5591	26	Fair	Cedar Elm	5686	14	Fair	Cedar Elm	~~7778~~	~~6.5~~	~~Fair~~	~~Cedar Elm~~	7875	26.5	Fair	Cedar Elm
1290	23	Fair	American Elm	1393	7	Fair	Cedar Elm	1491	9	Fair	Cedar Elm	1686	10	Fair	Cedar Elm	5592	21.5	Fair	American Elm	5687	14	Fair	Cedar Elm	~~7779~~	~~6.5~~	~~Fair~~	~~Cedar Elm~~	7877	45	Fair	Cedar Elm
1291	12.5	Fair	American Elm	1394	7	Fair	Cedar Elm	1492	8	Fair	Cedar Elm	1687	14.5	Fair	Cedar Elm	~~5693~~	~~9~~	~~Fair~~	~~Cedar Elm~~	5688	9	Fair	American Elm	~~7780~~	~~6~~	~~Fair~~	~~Cedar Elm~~	~~7878~~	~~13~~	~~Fair~~	~~Cedar Elm~~
1292	8	Fair	American Elm	1395	6	Fair	Cedar Elm	1493	15	Fair	Cedar Elm	1688	13.5	Fair	American Elm	5594	19.5	Fair	American Elm	5689	7	Fair	American Elm	~~7781~~	~~13~~	~~Fair~~	~~Cedar Elm~~	~~7879~~	~~17.5~~	~~Poor~~	~~American Elm~~
1293	9	Fair	American Elm	1396	7	Fair	Cedar Elm	1494	18.5	Fair	Cedar Elm	1689	22	Fair	Cedar Elm	5595	6.5	Fair	American Elm	5690	17.5	Fair	Cedar Elm	7782	~~11.5~~	~~Fair~~	~~Cedar Elm~~	7880	6	Fair	Cedar Elm
1294	8.5	Poor	American Elm	1397	6	Fair	Cedar Elm	1495	6.5	Fair	Cedar Elm	5501	7.5	Fair	Cedar Elm	5596	12.5	Fair	American Elm	5691	11	Fair	Cedar Elm	~~7783~~	~~11.5~~	~~Fair~~	~~Cedar Elm~~	7881	16.5	Poor	Cedar Elm
1295	6.5	Fair	American Elm	1398	7.5	Fair	Cedar Elm	1496	19	Fair	Cedar Elm	5502	9.5	Fair	Cedar Elm	~~5697~~	~~6~~	~~Fair~~	~~American Elm~~	5692	20	Fair	Cedar Elm	7784	11.5	Fair	Cedar Elm	7882	12.5	Fair	Cedar Elm
1296	16	Fair	American Elm	1399	7	Fair	Cedar Elm	1497	6	Fair	Cedar Elm	5503	7.5	Fair	Cedar Elm	~~5698~~	~~9~~	~~Fair~~	~~Cedar Elm~~	5693	7.5	Fair	Cedar Elm	7785	9.5	Fair	Cedar Elm	~~7883~~	~~7~~	~~Fair~~	~~Cedar Elm~~
1297	16.5	Very Poor	American Elm	1400	9.5	Fair	Cedar Elm	1498	13.5	Fair	Cedar Elm	5504	11	Fair	Cedar Elm	~~5699~~	~~7.5~~	~~Fair~~	~~Cedar Elm~~	5694	10	Fair	Cedar Elm	7786	10.5	Fair	Cedar Elm	~~7884~~	~~15~~	~~Fair~~	~~Cedar Elm~~
1298	9.5	Very Poor	American Elm	1401	17.5	Very Poor	Cedar Elm	1499	11.5	Fair	Cedar Elm	5505	6.5	Fair	Cedar Elm	5600	10	Fair	American Elm	5695	12	Fair	Cedar Elm	7787	17.5	Fair	Cedar Elm	7885	6.5	Fair	Cedar Elm
1299	18	Fair	American Elm	1402	7	Fair	Cedar Elm	1500	13.5	Fair	Cedar Elm	5506	10	Fair	Cedar Elm	5601	6	Fair	Cedar Elm	~~5696~~	~~13.5~~	Fair	Cedar Elm	7788	7	Fair	Cedar Elm	7886	12	Fair	Cedar Elm
1300	18	Fair	American Elm	1403	6	Fair	Cedar Elm	1601	9	Fair	Cedar Elm	5507	14.5	Fair	Cedar Elm	5602	14	Fair	American Elm	5697	9	Fair	Cedar Elm	7789	9.5	Fair	Cedar Elm	7887	9	Fair	Cedar Elm
~~1301~~	~~7.5~~	~~Fair~~	~~American Elm~~	1404	15	Fair	Cedar Elm	1602	10	Fair	Cedar Elm	5508	23.5	Fair	Cedar Elm	5603	8.5	Fair	Cedar Elm	5698	8.5	Fair	Cedar Elm	7790	7	Fair	Cedar Elm	7888	16.5	Fair	Cedar Elm
1302	7	Fair	American Elm	1405	16	Poor	American Elm	1603	8	Fair	Cedar Elm	5509	7.5	Fair	Cedar Elm	5604	15	Fair	Cedar Elm	5699	6.5	Fair	Cedar Elm	7791	17	Fair	Cedar Elm	7889	8	Fair	Cedar Elm
1303	10.5	Fair	American Elm	1406	16.5	Fair	Cedar Elm	1604	14	Fair	Cedar Elm	5510	17.5	Fair	Cedar Elm	5605	12.5	Fair	Cedar Elm	5700	12	Fair	Cedar Elm	7792	28	Fair	Cedar Elm	7890	12	Fair	Cedar Elm
1304	17	Fair	American Elm	1407	14	Fair	Cedar Elm	1605	13	Fair	Cedar Elm	5511	21.5	Fair	Cedar Elm	5606	20.5	Poor	Cedar Elm	5701	9	Fair	Cedar Elm	7793	6.5	Fair	Cedar Elm	7891	11.5	Very Poor	Cedar Elm
~~1305~~	~~8~~	~~Fair~~	~~American Elm~~	1408	9.5	Fair	Cedar Elm	1606	7.5	Fair	Cedar Elm	5512	10.5	Fair	Cedar Elm	5607	9	Fair	Cedar Elm	5702	8.5	Fair	Cedar Elm	7794	6.5	Fair	Cedar Elm	7892	11.5	Fair	Cedar Elm
~~1306~~	~~20~~	~~Good~~	~~American Elm~~	1409	20	Fair	Cedar Elm	1607	17	Fair	Cedar Elm	5513	13.5	Fair	Cedar Elm	5608	6.5	Fair	Cedar Elm	5703	7	Fair	Cedar Elm	7795	9	Fair	Cedar Elm	7893	7	Poor	Cedar Elm
~~1307~~	~~14.5~~	~~Fair~~	~~American Elm~~	1410	12	Fair	Cedar Elm	1608	12	Poor	Cedar Elm	5514	20	Fair	American Elm	5609	6	Fair	Cedar Elm	5704	15.5	Fair	Cedar Elm	7796	8	Fair	Cedar Elm	7894	11	Fair	Cedar Elm
~~1308~~	~~20.5~~	~~Fair~~	~~American Elm~~	1411	11	Fair	Cedar Elm	1609	13	Fair	Cedar Elm	5515	7.5	Fair	Cedar Elm	5610	6.5	Fair	Cedar Elm	5705	16.5	Fair	Cedar Elm	7797	17	Fair	Cedar Elm	7895	23	Fair	Cedar Elm
1309	8	Fair	American Elm	1412	7	Fair	Cedar Elm	1610	11.5	Fair	Cedar Elm	5516	19	Fair	Cedar Elm	5611	13.5	Fair	Cedar Elm	5706	10	Fair	Cedar Elm	7798	11	Fair	Cedar Elm	7896	11.5	Fair	Cedar Elm
~~1310~~	~~7~~	~~Fair~~	~~American Elm~~	1413	15.5	Fair	Cedar Elm	1611	9	Fair	Cedar Elm	5517	8	Fair	Cedar Elm	5612	14	Fair	American Elm	5707	15.5	Fair	American Elm	7799	14.5	Fair	Cedar Elm	7897	33	Fair	Cedar Elm
1311	22.5	Fair	American Elm	1414	7.5	Fair	Cedar Elm	1612	13.5	Fair	Cedar Elm	5518	19	Fair	Cedar Elm	5613	20	Fair	American Elm	5708	11	Fair	American Elm	7800	10	Fair	Cedar Elm	7898	8	Fair	Cedar Elm
1320	10.5	Fair	Cedar Elm	1415	8	Fair	Cedar Elm	1613	13.5	Fair	Cedar Elm	5519	15	Fair	Cedar Elm	5614	13	Fair	American Elm	5709	14	Fair	American Elm	~~7801~~	~~10~~	~~Fair~~	~~Cedar Elm~~	7899	11.5	Fair	Cedar Elm
1321	8.5	Fair	Cedar Elm	1416	18.5	Fair	Cedar Elm	1614	10.5	Fair	Cedar Elm	5520	9.5	Fair	Cedar Elm	5615	21.5	Fair	Cedar Elm	5710	10	Fair	American Elm	7802	8	Fair	Cedar Elm	7900	9	Fair	Cedar Elm
1322	7	Fair	Cedar Elm	1417	6.8	Fair	Cedar Elm	1615	24.5	Fair	Cedar Elm	~~5521~~	~~12~~	~~Fair~~	~~Cedar Elm~~	5616	18.5	Fair	American Elm	5711	8	Fair	American Elm	7803	11	Fair	Cedar Elm	7901	10	Fair	Cedar Elm
1323	7.5	Fair	Cedar Elm	1418	11.5	Fair	Cedar Elm	1616	10.5	Fair	Cedar Elm	~~5522~~	~~12~~	~~Poor~~	~~Cedar Elm~~	5617	19.5	Fair	American Elm	5712	7	Fair	Cedar Elm	7804	8	Fair	Cedar Elm	7902	8	Fair	Cedar Elm
1324	16	Fair	American Elm	1419	10	Fair	Cedar Elm	1617	6.5	Fair	Cedar Elm	~~5523~~	~~14~~	~~Poor~~	~~American Elm~~	5618	11	Fair	American Elm	5713	7	Fair	Cedar Elm	7805	18	Fair	Cedar Elm	7903	8	Fair	Cedar Elm
1325	6	Fair	Cedar Elm	~~1420~~	~~6~~	~~Fair~~	~~Cedar Elm~~	1618	17.5	Fair	Cedar Elm	~~5524~~	~~17~~	~~Poor~~	~~American Elm~~	5619	8.5	Fair	American Elm	5714	7	Fair	Cedar Elm	7806	13.5	Fair	Cedar Elm	7904	24	Fair	Cedar Elm
~~1326~~	~~9.5~~	~~Fair~~	~~Cedar Elm~~	1421	9	Very Poor	American Elm	1619	16.5	Fair	Cedar Elm	~~5525~~	~~10.5~~	~~Fair~~	~~Cedar Elm~~	5620	7.5	Fair	American Elm	5715	8	Fair	Cedar Elm	7807	19	Fair	Cedar Elm	7905	14	Fair	Cedar Elm
1327	6.5	Fair	Cedar Elm	1422	9	Fair	Cedar Elm	1620	24.5	Fair	Cedar Elm	~~5526~~	~~6~~	~~Fair~~	~~Cedar Elm~~	5621	20	Fair	American Elm	5716	12	Fair	American Elm	7808	6	Fair	American Elm	7906	11	Fair	Cedar Elm
~~1328~~	~~7.5~~	~~Fair~~	~~American Elm~~	1423	8.5	Fair	Cedar Elm	1621	17	Poor	Cedar Elm	5527	6.5	Fair	Cedar Elm	5622	15	Fair	American Elm	5717	13.5	Fair	Cedar Elm	7809	13	Fair	Cedar Elm	7907	8	Fair	Cedar Elm
1329	7.5	Fair	Cedar Elm	1424	6	Fair	Cedar Elm	1622	7	Fair	Cedar Elm	5528	9	Fair	Cedar Elm	5623	12.5	Fair	American Elm	5718	7	Fair	Cedar Elm	7810	12	Fair	Cedar Elm	7908	13.5	Fair	Cedar Elm
1330	9	Fair	Cedar Elm	1425	9.5	Fair	American Elm	1623	15.5	Fair	Cedar Elm	5529	15.5	Fair	American Elm	5624	13	Fair	American Elm	5719	9	Fair	Cedar Elm	7811	22	Fair	American Elm	7909	8.5	Fair	Cedar Elm
1331	8	Poor	Cedar Elm	1426	13.5	Fair	Cedar Elm	~~1624~~	~~12.5~~	~~Poor~~	~~Cedar Elm~~	5530	13	Fair	Cedar Elm	5625	18.5	Fair	American Elm	5720	9.5	Fair	Cedar Elm	7812	10.5	Fair	American Elm	7910	24	Poor	Cedar Elm
1332	21	Fair	Cedar Elm	1427	19	Fair	Cedar Elm	1625	9	Fair	Cedar Elm	5531	12	Fair	Cedar Elm	5626	9	Poor	American Elm	5721	9.5	Fair	Cedar Elm	7813	11	Fair	American Elm	7911	8.5	Fair	Cedar Elm
1333	11.5	Fair	Cedar Elm	1428	8.5	Fair	Cedar Elm	1626	7.5	Fair	Cedar Elm	5532	16.5	Fair	American Elm	5627	9	Very Poor	American Elm	5722	7.5	Fair	Cedar Elm	7815	16	Fair	American Elm	7912	15.5	Fair	Cedar Elm
1334	6.5	Fair	Cedar Elm	1429	6.5	Fair	Cedar Elm	1627	17	Fair	Cedar Elm	5533	12.5	Fair	Cedar Elm	5628	25	Fair	American Elm	5723	9	Fair	Cedar Elm	7816	14	Fair	American Elm	7913	17	Fair	Cedar Elm
1335	8	Fair	Cedar Elm	1430	12	Fair	Cedar Elm	1628	12	Fair	Cedar Elm	5534	6	Fair	Cedar Elm	5629	15	Fair	Cedar Elm	5724	17.5

TREE LIST

Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species	Tree Number	Diameter	Condition	Tree Species
~~7929~~	~~10.5~~	~~Fair~~	~~Cedar Elm~~	8019	10	Fair	Cedar Elm	8109	15	Fair	American Elm	~~8199~~	~~6~~	~~Fair~~	~~Cedar Elm~~	8292	8	Fair	Cedar Elm	8383	10.5	Fair	Cedar Elm	8474	7.5	Fair	Cedar Elm	~~9263~~	~~9~~	~~Fair~~	~~Cedar Elm~~	~~9362~~	~~6.5~~	~~Fair~~	~~Cedar Elm~~
~~7930~~	~~16~~	~~Fair~~	~~Cedar Elm~~	8020	10.5	Fair	Cedar Elm	8110	10	Fair	Cedar Elm	8200	~~13.5~~	~~Fair~~	~~Cedar Elm~~	8293	31	Fair	Cedar Elm	8384	7	Fair	Cedar Elm	8475	6	Fair	Cedar Elm	~~9264~~	~~16.5~~	~~Fair~~	~~Cedar Elm~~	~~9363~~	~~14~~	~~Fair~~	~~Cedar Elm~~
~~7931~~	~~29~~	~~Fair~~	~~Cedar Elm~~	8021	9	Fair	Cedar Elm	8111	9	Fair	Cedar Elm	8201	~~8.5~~	~~Fair~~	~~Cedar Elm~~	8294	6.5	Fair	Cedar Elm	8385	6	Fair	Cedar Elm	8476	8	Fair	Cedar Elm	~~9265~~	~~13.5~~	~~Fair~~	~~Cedar Elm~~	9364	8	Fair	Cedar Elm
~~7932~~	~~8~~	~~Fair~~	~~American Elm~~	8022	6	Fair	Cedar Elm	8112	10.5	Fair	American Elm	8202	~~7~~	~~Fair~~	~~Cedar Elm~~	8295	6	Fair	Cedar Elm	8386	7.5	Fair	Cedar Elm	8477	7.5	Fair	Cedar Elm	~~9266~~	~~11~~	~~Fair~~	~~Cedar Elm~~	9365	13.5	Fair	Cedar Elm
~~7933~~	~~9.5~~	~~Fair~~	~~Cedar Elm~~	8023	7	Fair	Cedar Elm	8113	9	Fair	American Elm	8203	~~7~~	~~Fair~~	~~Cedar Elm~~	8296	24	Fair	Cedar Elm	8387	7	Fair	American Elm	8478	8	Fair	Cedar Elm	~~9267~~	~~14.5~~	~~Fair~~	~~Cedar Elm~~	9366	11.5	Fair	Cedar Elm
~~7934~~	~~6.5~~	~~Fair~~	~~Cedar Elm~~	8024	8	Fair	Cedar Elm	8114	15	Fair	Cedar Elm	8204	~~7~~	~~Fair~~	~~Cedar Elm~~	8297	6.5	Fair	Cedar Elm	8388	~~7~~	~~Fair~~	~~Cedar Elm~~	8479	8	Fair	American Elm	9268	12	Fair	Cedar Elm	9367	8.5	Fair	Cedar Elm
~~7935~~	~~9.5~~	~~Fair~~	~~Cedar Elm~~	8025	7	Fair	Cedar Elm	8115	14	Fair	Cedar Elm	8205	~~6.5~~	~~Fair~~	~~Cedar Elm~~	8298	16.5	Fair	Cedar Elm	8389	~~14.5~~	Fair	Cedar Elm	8480	7	Fair	American Elm	9269	9	Fair	Cedar Elm	9368	9.5	Fair	Cedar Elm
~~7936~~	~~11~~	~~Fair~~	~~Cedar Elm~~	8026	6.5	Fair	Cedar Elm	8116	16	Fair	Cedar Elm	8206	~~7~~	~~Fair~~	~~Cedar Elm~~	8299	17	Fair	Cedar Elm	8390	7	Fair	Cedar Elm	8481	9.5	Fair	Cedar Elm	9270	6.5	Fair	Cedar Elm	9369	9.5	Fair	Cedar Elm
~~7937~~	~~12~~	~~Fair~~	~~Cedar Elm~~	8027	14	Fair	Cedar Elm	8117	8	Fair	Cedar Elm	8207	~~7.5~~	~~Fair~~	~~Cedar Elm~~	8300	7	Fair	Cedar Elm	8391	8	Fair	Cedar Elm	8482	6	Fair	Cedar Elm	9271	28.5	Fair	Cedar Elm	9370	6.5	Fair	Cedar Elm
~~7938~~	~~7~~	~~Fair~~	~~Cedar Elm~~	8028	8	Fair	Cedar Elm	8118	7	Fair	Cedar Elm	8208	~~9~~	~~Fair~~	~~Cedar Elm~~	8301	6.5	Fair	Cedar Elm	8392	7.5	Fair	Cedar Elm	8483	12	Fair	American Elm	9272	12	Fair	Cedar Elm	9371	6	Fair	Cedar Elm
~~7939~~	~~8.5~~	~~Fair~~	~~Cedar Elm~~	8029	21	Fair	Cedar Elm	8119	9.5	Fair	Cedar Elm	8209	~~10.5~~	~~Fair~~	~~Cedar Elm~~	8302	8.5	Fair	Cedar Elm	8393	9	Fair	Cedar Elm	8484	8.5	Fair	American Elm	9273	14	Fair	Cedar Elm	9372	17.5	Fair	Cedar Elm
7940	21.5	Fair	Cedar Elm	8030	16	Fair	Cedar Elm	8120	6	Fair	Cedar Elm	8210	~~11~~	~~Fair~~	~~Cedar Elm~~	8303	10.5	Fair	Cedar Elm	8394	7	Fair	Cedar Elm	8485	8	Fair	American Elm	9274	10	Fair	Cedar Elm	9373	10.5	Fair	Cedar Elm
7941	13	Fair	Cedar Elm	8031	10	Fair	Cedar Elm	8121	7.5	Fair	Cedar Elm	8211	~~8.5~~	~~Fair~~	~~Cedar Elm~~	8304	10	Fair	Cedar Elm	8395	7	Fair	Cedar Elm	8486	9	Fair	American Elm	9275	16	Fair	Cedar Elm	9374	7.5	Fair	Cedar Elm
~~7942~~	~~7~~	~~Fair~~	~~Cedar Elm~~	8032	14	Fair	Cedar Elm	8122	6	Fair	Cedar Elm	8212	~~9.5~~	~~Fair~~	~~Cedar Elm~~	8305	~~12~~	~~Fair~~	~~Cedar Elm~~	8396	8	Fair	Cedar Elm	8487	6	Fair	American Elm	9276	8.5	Fair	Cedar Elm	9375	20.5	Fair	Cedar Elm
7943	8	Fair	Cedar Elm	8033	~~12.5~~	~~Fair~~	~~Cedar Elm~~	8123	9.5	Fair	Cedar Elm	8213	~~9.5~~	~~Fair~~	~~Cedar Elm~~	8306	6	Fair	Cedar Elm	8397	8	Fair	Cedar Elm	8488	6	Fair	Cedar Elm	9277	12	Fair	Cedar Elm	9376	11.5	Fair	Cedar Elm
7944	19	Fair	Cedar Elm	8034	9.5	Fair	Cedar Elm	8124	7.5	Fair	Cedar Elm	8214	~~12~~	~~Fair~~	~~Cedar Elm~~	8307	~~10~~	~~Fair~~	~~Cedar Elm~~	8398	6	Fair	Cedar Elm	8489	10.5	Fair	American Elm	9278	~~7.5~~	~~Fair~~	~~Cedar Elm~~	9377	6.5	Fair	Cedar Elm
7945	11	Fair	Cedar Elm	8035	6	Fair	Cedar Elm	8125	7	Fair	Cedar Elm	8215	~~7~~	~~Fair~~	~~Cedar Elm~~	8308	6	~~Fair~~	~~Cedar Elm~~	8399	9	Fair	Cedar Elm	8490	6	Fair	Cedar Elm	9279	8.5	Fair	Cedar Elm	9378	27	Fair	Cedar Elm
~~7946~~	~~7.5~~	~~Fair~~	~~Cedar Elm~~	8036	6	Poor	Cedar Elm	8126	6.5	Fair	Cedar Elm	8216	~~7~~	~~Fair~~	~~Cedar Elm~~	8309	~~11.5~~	~~Fair~~	~~Cedar Elm~~	8400	7	Fair	Cedar Elm	8491	11.5	Poor	Cedar Elm	9280	10	Fair	Cedar Elm	9379	6	Fair	Cedar Elm
~~7947~~	~~8.5~~	~~Fair~~	~~Cedar Elm~~	8037	10.5	Very Poor	Cedar Elm	8127	7.5	Fair	Cedar Elm	8217	~~10.5~~	~~Fair~~	~~Cedar Elm~~	8310	8	~~Fair~~	~~Cedar Elm~~	8401	8	Fair	American Elm	8492	11	Fair	Cedar Elm	9281	~~9~~	~~Fair~~	~~Cedar Elm~~	9380	9.5	Fair	Cedar Elm
~~7948~~	~~11~~	~~Fair~~	~~Cedar Elm~~	8038	17	Poor	Cedar Elm	8128	9.5	Fair	Cedar Elm	8218	~~10.5~~	~~Fair~~	~~Cedar Elm~~	8311	12.5	Fair	Cedar Elm	8402	12.5	Fair	Cedar Elm	8493	6	Fair	Cedar Elm	9282	~~7.5~~	~~Fair~~	~~Cedar Elm~~	9381	11.5	Fair	Cedar Elm
~~7949~~	~~10.5~~	~~Fair~~	~~Cedar Elm~~	8039	14	Fair	Cedar Elm	8129	6.5	Fair	Cedar Elm	8219	~~10~~	~~Fair~~	~~Cedar Elm~~	8312	8.5	Fair	Cedar Elm	8404	6.5	Fair	Cedar Elm	8494	7	Fair	Cedar Elm	9283	~~9.5~~	~~Fair~~	~~Cedar Elm~~	9382	9	Fair	Cedar Elm
7950	15.5	Fair	Cedar Elm	8040	10.5	Fair	Cedar Elm	8130	6	Fair	Cedar Elm	8220	~~19~~	~~Fair~~	~~Cedar Elm~~	8313	8	Fair	Cedar Elm	8405	9	Fair	Cedar Elm	8495	10	Fair	Cedar Elm	9284	8	~~Fair~~	~~Cedar Elm~~	9383	9.5	Fair	Cedar Elm
7951	12.5	Fair	Cedar Elm	8041	21	Fair	Cedar Elm	8131	6.5	Fair	Cedar Elm	8221	~~7~~	~~Fair~~	~~Cedar Elm~~	8314	7	Fair	Cedar Elm	8406	15	Fair	Cedar Elm	8496	8	Fair	Cedar Elm	9285	~~21.5~~	~~Fair~~	~~Cedar Elm~~	9384	9	Fair	Cedar Elm
7952	28	Fair	Cedar Elm	8042	8	Fair	Cedar Elm	8132	7	Fair	Cedar Elm	8222	~~6~~	~~Fair~~	~~Cedar Elm~~	8315	7	Fair	Cedar Elm	8407	11	Fair	Cedar Elm	8497	7	Fair	Cedar Elm	9286	~~10.5~~	~~Fair~~	~~Cedar Elm~~	9385	8	Fair	Cedar Elm
7953	22.5	Fair	Cedar Elm	8043	8	Fair	Cedar Elm	8133	6	Fair	Cedar Elm	8223	~~7.5~~	~~Fair~~	~~Cedar Elm~~	8316	9.5	Fair	Cedar Elm	8408	9.5	Fair	Cedar Elm	8498	6	Fair	Cedar Elm	9287	~~6.5~~	~~Fair~~	~~Cedar Elm~~	9386	15.5	Fair	Cedar Elm
~~7954~~	~~7~~	~~Fair~~	~~American Elm~~	8044	11.5	Very Poor	Cedar Elm	8134	7.5	Fair	Cedar Elm	8224	~~6~~	~~Fair~~	~~Cedar Elm~~	8317	11.5	Fair	Cedar Elm	8409	7	Fair	Cedar Elm	8499	11.5	Fair	Cedar Elm	9288	~~6.5~~	~~Fair~~	~~Cedar Elm~~	9387	6.5	Fair	Cedar Elm
~~7955~~	~~9~~	~~Fair~~	~~Cedar Elm~~	8045	6	Poor	Cedar Elm	8135	6.5	Fair	Cedar Elm	8225	~~13~~	~~Fair~~	~~Cedar Elm~~	8318	9	Fair	Cedar Elm	8410	10.5	Fair	Cedar Elm	8500	7	Fair	American Elm	9289	~~8.5~~	~~Fair~~	~~Cedar Elm~~	9388	8.5	Fair	Cedar Elm
7956	14.5	Fair	Cedar Elm	8046	9	Fair	Cedar Elm	8136	7	Fair	Cedar Elm	8226	12	Fair	Cedar Elm	8319	11.5	Fair	Cedar Elm	8411	17.5	Fair	Cedar Elm	9200	6	Fair	Cedar Elm	9299	20	Fair	Cedar Elm	9389	12	Fair	Cedar Elm
7957	8	Fair	Cedar Elm	8047	9.5	Fair	Cedar Elm	8137	6	Fair	Cedar Elm	8227	16.5	Fair	Cedar Elm	8320	8	~~Fair~~	~~Cedar Elm~~	8412	15.5	Fair	Cedar Elm	9201	12.5	Fair	Cedar Elm	9300	8	Fair	Cedar Elm	9390	6.5	Fair	Cedar Elm
7958	10.5	Fair	Cedar Elm	8048	17.5	Fair	Cedar Elm	8138	8	Fair	Cedar Elm	8228	17	Fair	Cedar Elm	8322	~~15~~	~~Fair~~	~~Cedar Elm~~	8413	9.5	Fair	Cedar Elm	9202	~~17.5~~	~~Fair~~	~~Cedar Elm~~	9301	~~12~~	~~Fair~~	~~American Elm~~	9391	6	Fair	Cedar Elm
7959	13	Fair	Cedar Elm	8049	7	Fair	Cedar Elm	8139	8	~~Fair~~	Cedar Elm	8229	6.5	Fair	Cedar Elm	8323	~~14~~	~~Fair~~	~~Cedar Elm~~	8414	10	Fair	Cedar Elm	9203	7	Fair	Cedar Elm	9302	~~8.5~~	~~Fair~~	~~American Elm~~	9392	6	Fair	Cedar Elm
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STREET LIGHT OPTIONS
HISTORICAL PENDANT



PHILADELPHIA WITH
SINGLE PENDANT



PHILADELPHIA WITH
DOUBLE PENDANT

NOTE:

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UTILIZE SHIELDING FOR ALL FIXTURES TO COMPLY WITH DARK SKY INITIATIVE.

PROVIDED FOOTCANDLE TO MEET ALL CODE REQ. PER CITY ORDINANCE

ALL FIXTURES TO COMPLY WITH DARK SKY INITIATIVE

STREET RIGHT OF WAY (ROW) LEGEND

- 100' FT ROW - MINOR ARTERIAL
- 60' FT ROW - LOCAL STREET
- 50' FT ROW - LOCAL STREET
- 30' FT ALLEY

Meritage Homes

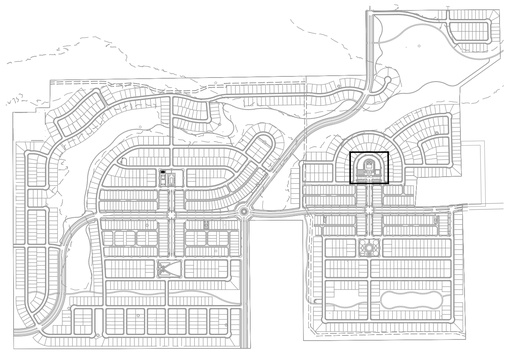
2025-04-09

CUESTA

STREET LIGHT - PHOTOMETRIC EXHIBIT

Kimley»Horn TALSON DESIGN

P:\616.195 Meritage Homes\001 Range Creek\Talson Design\11 Planning & Zoning\11.01 P2 Final Docs



KEY MAP



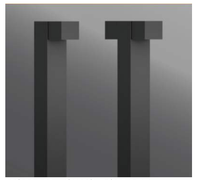
LIGMAN - LIGHT LINEAR
PT 6 DOUBLE HEAD - ULI-21182
PARKING LOT DOUBLE POLE LIGHT



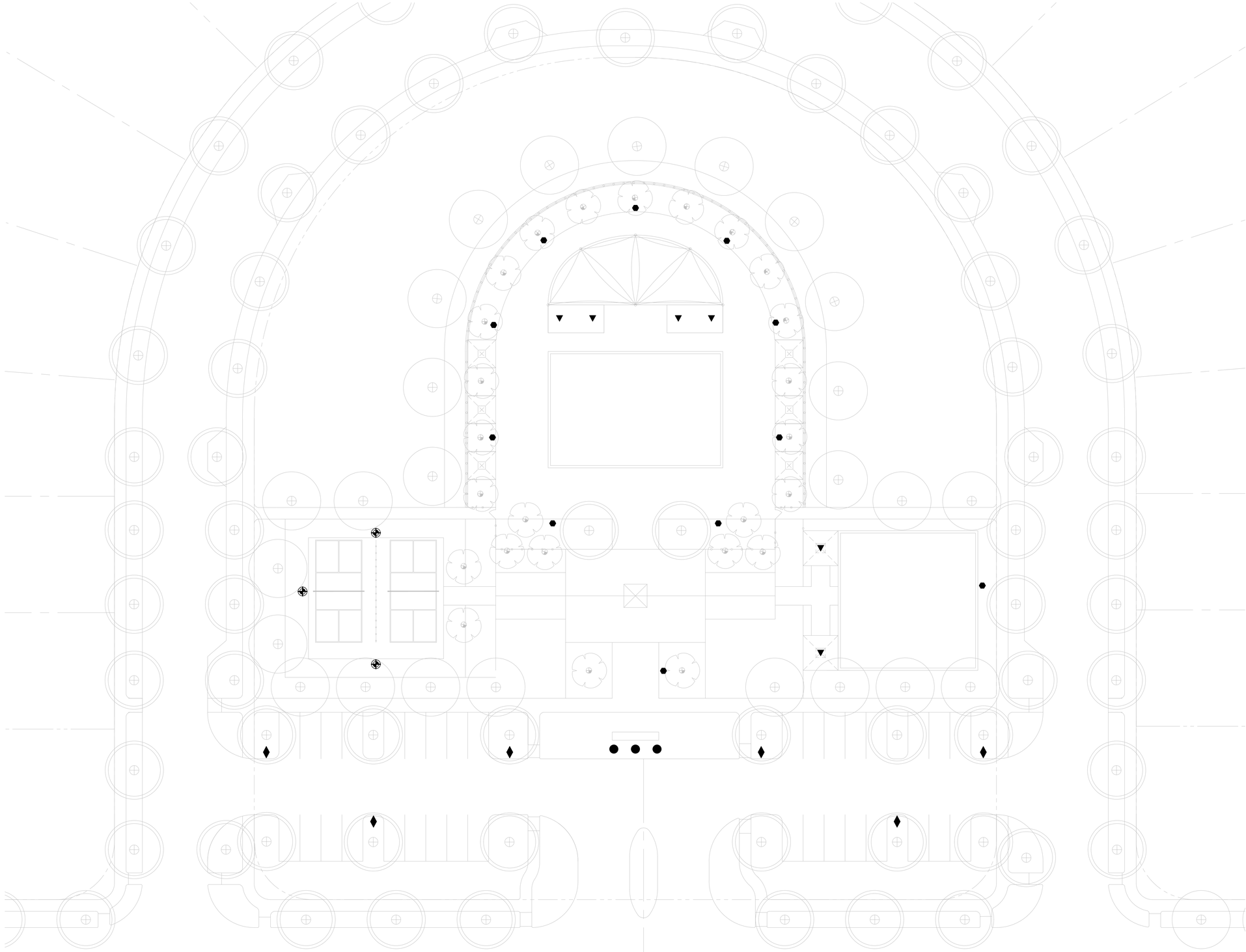
LIGMAN - LIGHT LINEAR
PT 4 SINGLE HEAD - ULI-21172
PEDESTRIAN POLE LIGHT



LIGMAN - MUSTANG 40
SINGLE HEAD - UMS-90281
SPORT LIGHT



LIGMAN - GINO BOLLARD
PRAGUE 2 MEDIUM BOLLARD - UPRA-10011
PEDESTRIAN POLE LIGHT



LIGHT LEGEND

SYM.	DESCRIPTION
⌖	WATER ACCENT LIGHT
●	PEDESTRIAN POLE LIGHT
◆	PARKING LOT POLE LIGHT
▼	TRELLIS DOWN LIGHT
◆	STRING / FESTOON LIGHT
●	UPLIGHT - SIGN
⊕	SPORT LIGHT
✦	PATH / BOLLARD LIGHT
▬	RECESSED WALL LIGHT
M	RESTROOM - MEN
W	RESTROOM - WOMEN

NOTE:

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Meritage Homes

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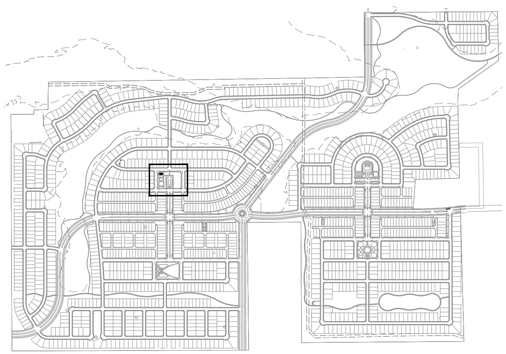
CUESTA

NE AMENITY CENTER- PHOTOMETRIC EXHIBIT

Kimley»Horn

TALSON DESIGN

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KEY MAP



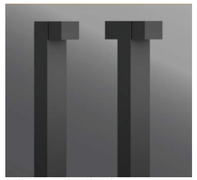
LIGMAN - LIGHT LINEAR
PT 6 DOUBLE HEAD - ULI-21182
PARKING LOT DOUBLE POLE LIGHT



LIGMAN - LIGHT LINEAR
PT 4 SINGLE HEAD - ULI-21172
PEDESTRIAN POLE LIGHT



LIGMAN - MUSTANG 40
SINGLE HEAD - UMS-90281
SPORT LIGHT



LIGMAN - GINO BOLLARD
PRAGUE 2 MEDIUM BOLLARD - UPRA-10011
PEDESTRIAN POLE LIGHT

LIGHT LEGEND

SYM.	DESCRIPTION
⌖	WATER ACCENT LIGHT
●	PEDESTRIAN POLE LIGHT
◆	PARKING LOT POLE LIGHT
▼	TRELLIS DOWN LIGHT
◆	STRING / FESTOON LIGHT
●	UPLIGHT - SIGN
⊕	SPORT LIGHT
✦	PATH / BOLLARD LIGHT
▬	RECESSED WALL LIGHT
M	RESTROOM - MEN
W	RESTROOM - WOMEN

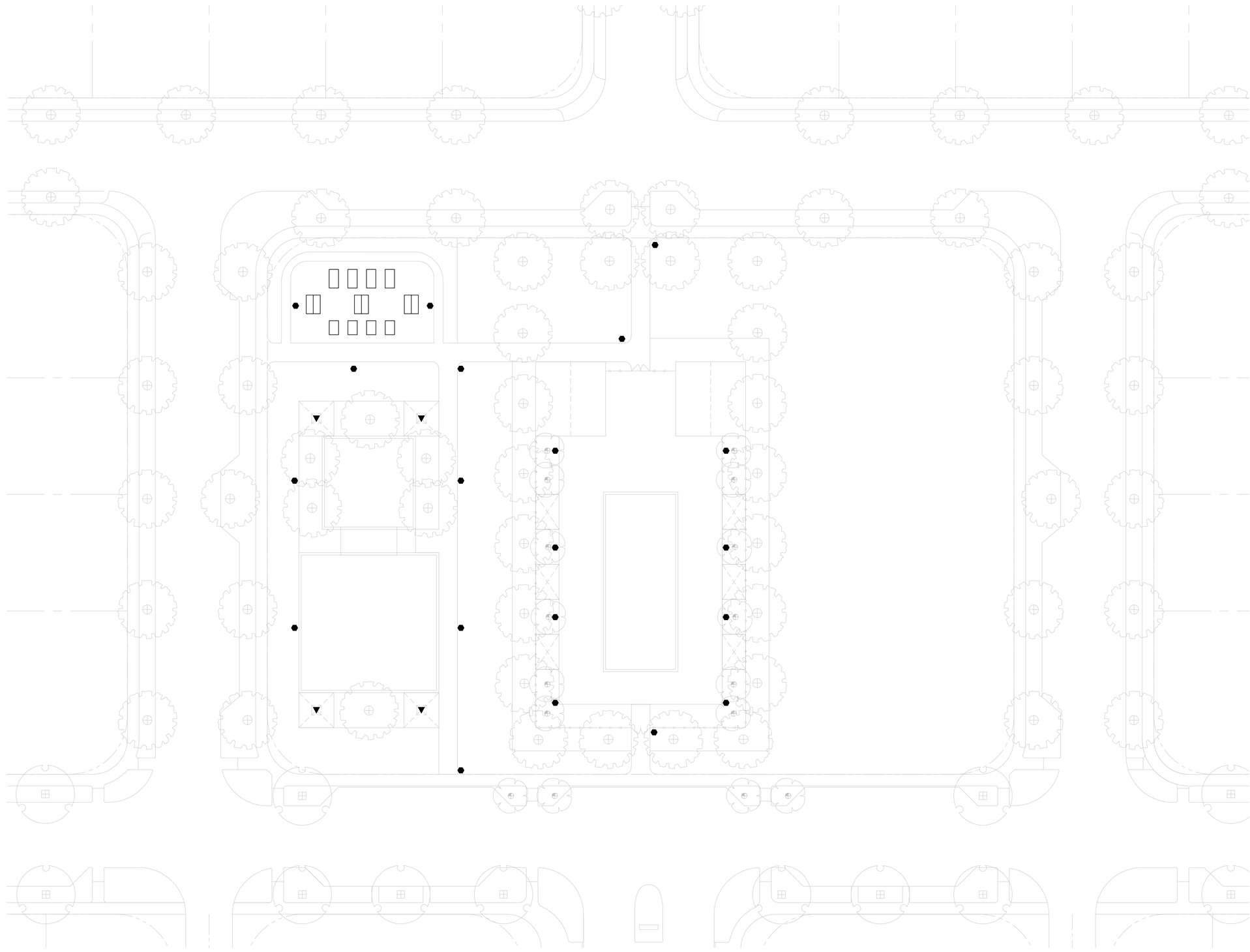
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Meritage Homes

2025-04-09

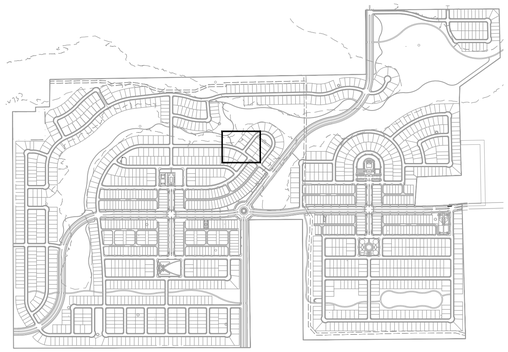
CUESTA

NW AMENITY CENTER - PHOTOMETRIC EXHIBIT

Kimley»Horn

TALSON DESIGN

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KEY MAP



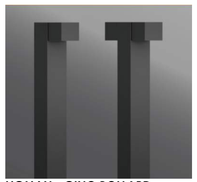
LIGMAN - LIGHT LINEAR
PT 6 DOUBLE HEAD - ULI-21182
PARKING LOT DOUBLE POLE LIGHT



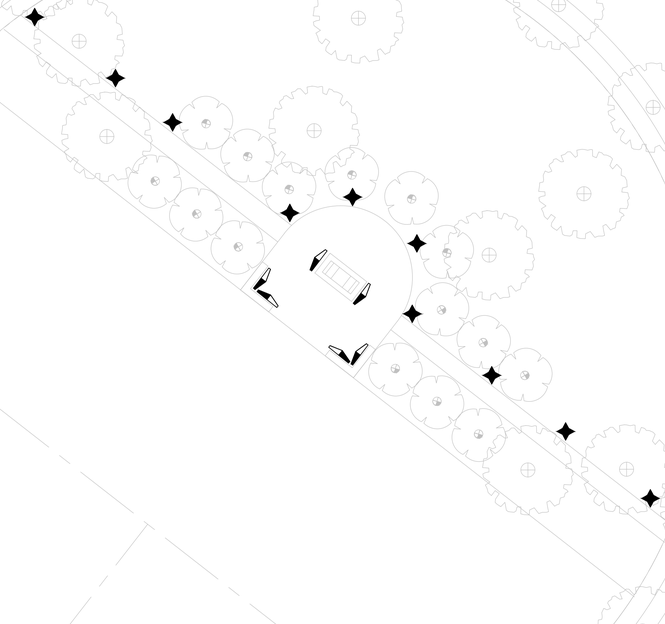
LIGMAN - LIGHT LINEAR
PT 4 SINGLE HEAD - ULI-21172
PEDESTRIAN POLE LIGHT



LIGMAN - MUSTANG 40
SINGLE HEAD - UMS-90281
SPORT LIGHT



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LIGHT LEGEND

SYM.	DESCRIPTION
⌖	WATER ACCENT LIGHT
●	PEDESTRIAN POLE LIGHT
◆	PARKING LOT POLE LIGHT
▼	TRELLIS DOWN LIGHT
◆	STRING / FESTOON LIGHT
●	UPLIGHT - SIGN
⊕	SPORT LIGHT
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Meritage Homes

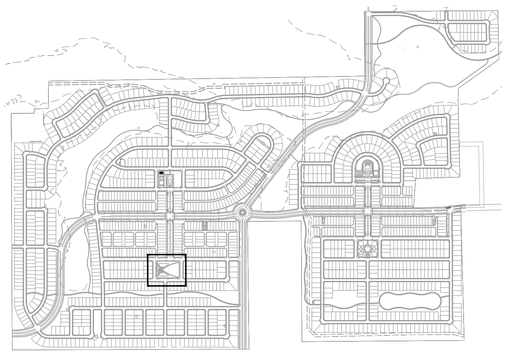
2025-04-09

CUESTA

NORTH PARK - PHOTOMETRIC EXHIBIT

Kimley»Horn TALSON DESIGN

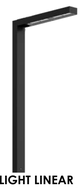
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KEY MAP



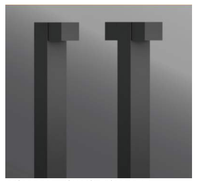
LIGMAN - LIGHT LINEAR
PT 6 DOUBLE HEAD - ULI-21182
PARKING LOT DOUBLE POLE LIGHT



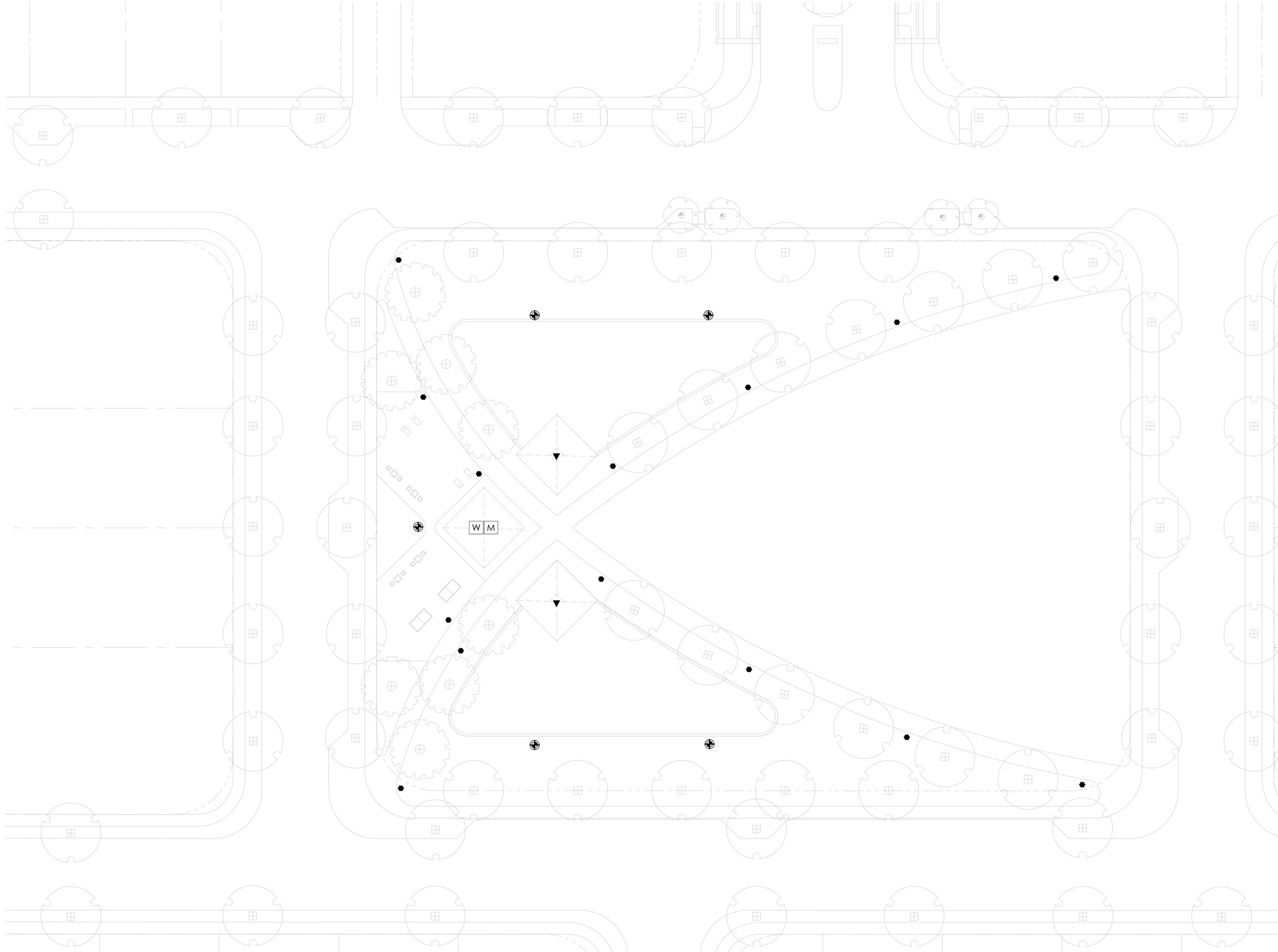
LIGMAN - LIGHT LINEAR
PT 4 SINGLE HEAD - ULI-21172
PEDESTRIAN POLE LIGHT



LIGMAN - MUSTANG 40
SINGLE HEAD - UMS-90281
SPORT LIGHT



LIGMAN - GINO BOLLARD
PRAGUE 2 MEDIUM BOLLARD - UPRA-10011
PEDESTRIAN POLE LIGHT



LIGHT LEGEND

SYM.	DESCRIPTION
⌖	WATER ACCENT LIGHT
●	PEDESTRIAN POLE LIGHT
◆	PARKING LOT POLE LIGHT
▼	TRELLIS DOWN LIGHT
◆	STRING / FESTOON LIGHT
●	UPLIGHT - SIGN
⊕	SPORT LIGHT
✦	PATH / BOLLARD LIGHT
▬	RECESSED WALL LIGHT
M	RESTROOM - MEN
W	RESTROOM - WOMEN

NOTE:

COMPLETE / FULL PHOTOMETRICS PLANS WILL BE SUBMITTED WITH FINAL CONSTRUCTION DOCUMENT (CD) SET.

UTILIZE SHIELDING FOR ALL FIXTURES TO COMPLY WITH DARK SKY INITIATIVE.

PROVIDED FOOTCANDLE TO MEET ALL CODE REQ. PER CITY ORDINANCE

ALL FIXTURES TO COMPLY WITH DARK SKY INITIATIVE

Meritage Homes

2025-04-09

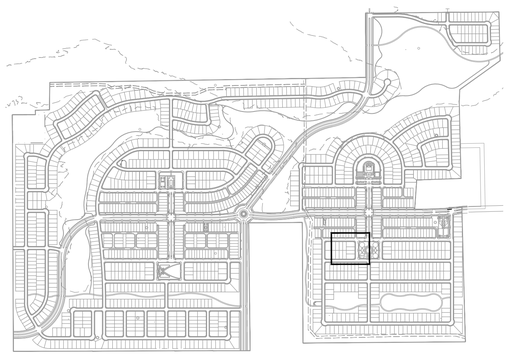
CUESTA

EVENT PARK - PHOTOMETRIC EXHIBIT

Kimley»Horn

TALSON DESIGN

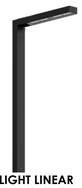
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KEY MAP



LIGMAN - LIGHT LINEAR
PT 6 DOUBLE HEAD - ULI-21182
PARKING LOT DOUBLE POLE LIGHT



LIGMAN - LIGHT LINEAR
PT 4 SINGLE HEAD - ULI-21172
PEDESTRIAN POLE LIGHT



LIGMAN - MUSTANG 40
SINGLE HEAD - UMS-90281
SPORT LIGHT



LIGMAN - GINO BOLLARD
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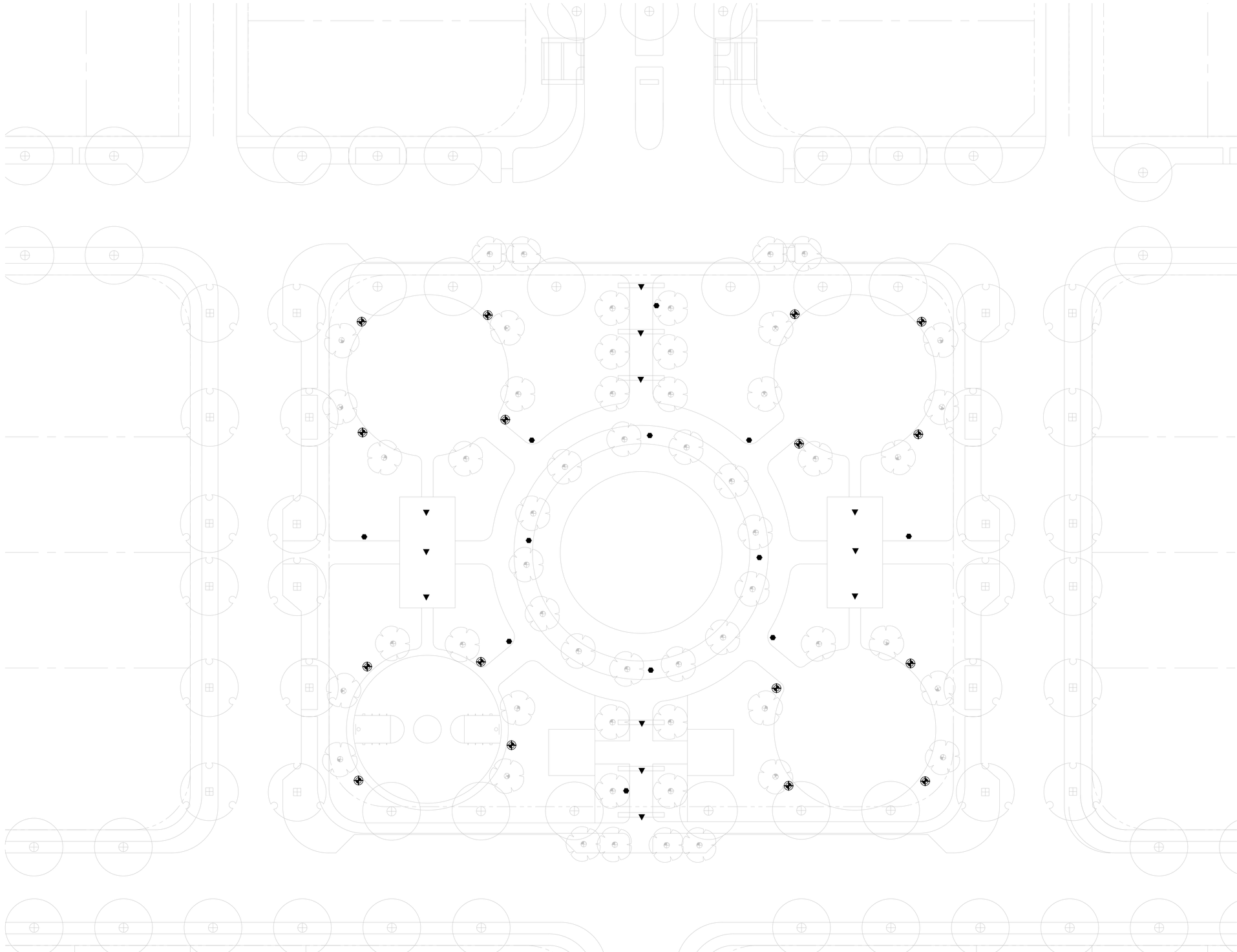
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Meritage Homes

2025-04-09

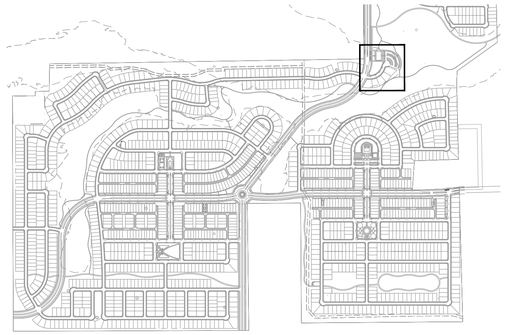
CUESTA

PLAY PARK - PHOTOMETRIC EXHIBIT

Kimley»Horn

TALSON DESIGN

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KEY MAP



LIGMAN - LIGHT LINEAR
PT 6 DOUBLE HEAD - ULI-21182
PARKING LOT DOUBLE POLE LIGHT



LIGMAN - LIGHT LINEAR
PT 4 SINGLE HEAD - ULI-21172
PEDESTRIAN POLE LIGHT



LIGMAN - MUSTANG 40
SINGLE HEAD - UMS-90281
SPORT LIGHT



LIGMAN - GINO BOLLARD
PRAGUE 2 MEDIUM BOLLARD - UPRA-10011
PEDESTRIAN POLE LIGHT



LIGHT LEGEND

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⌖	SPORT LIGHT
✦	PATH / BOLLARD LIGHT
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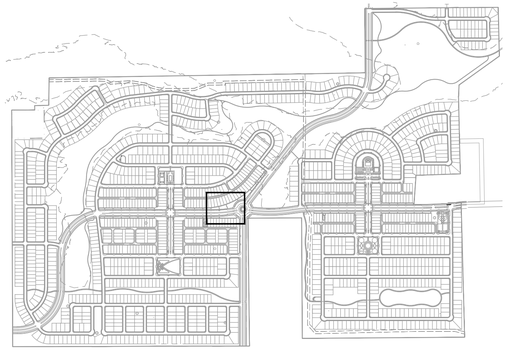
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CUESTA

PAVILION PARK - PHOTOMETRIC EXHIBIT

Kimley»Horn TALSON DESIGN

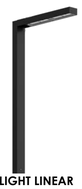
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KEY MAP



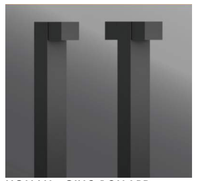
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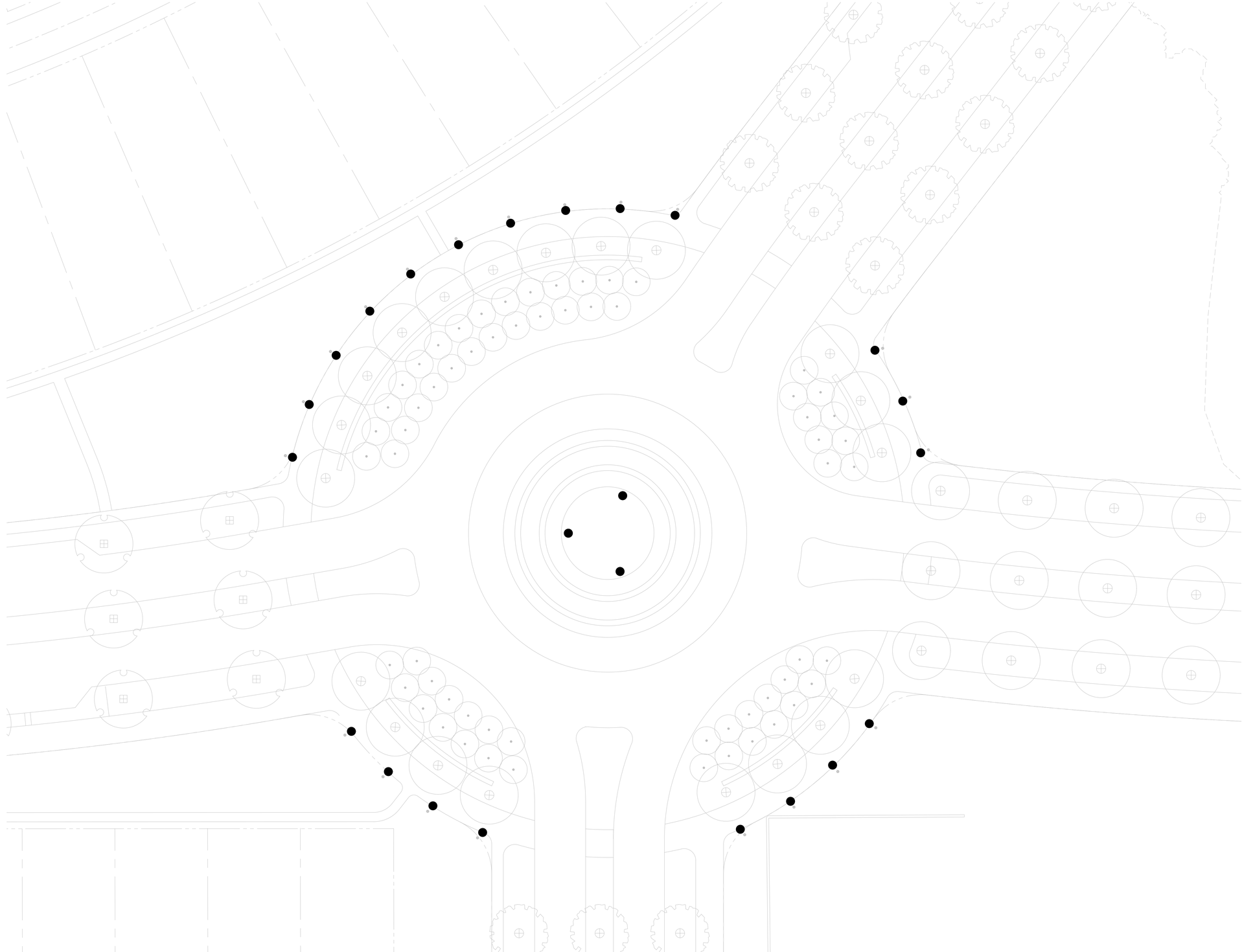
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PEDESTRIAN POLE LIGHT



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SINGLE HEAD - UMS-90281
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PRAGUE 2 MEDIUM BOLLARD - UPRA-10011
PEDESTRIAN POLE LIGHT



LIGHT LEGEND

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ALL FIXTURES TO COMPLY WITH DARK SKY INITIATIVE

Meritage Homes

2025-04-09

CUESTA

ROUND A BOUT - PHOTOMETRIC EXHIBIT

Kimley»Horn

TALSON DESIGN

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CUESTA

DEVELOPMENT REGULATIONS

Planned Development – 538.99 Acres

I. PURPOSE

This Planned Development includes the land more particularly described on Exhibit "A" (the "Property").

The Cuesta development aims to establish a diverse and vibrant neighborhood, offering a mix of single-family homes. The trails provided throughout the Property harmonize with the Property's natural topography, and allow for connectivity within the neighborhood and broader community. The varied housing options target housing attainability and cater to residents at different life stages. The project ensures easy access to amenities and site features with connections and trails throughout the site. The central amenity, park and open space areas form the heart of the community with diverse recreational experiences, enhancing community engagement.

Development and use of the Property shall comply with the Zoning Ordinance, Chapter 52 of the City of Justin Code of Ordinances, in effect on the date of approval of this PD Ordinance (the "Zoning Ordinance"), as amended by this PD Ordinance. In the event of a conflict between the Zoning Ordinance and this PD Ordinance, this PD Ordinance shall control. In the event of a conflict between this PD Ordinance and the Concept Plan/ Development Plan (defined below) or any other exhibits attached hereto, this PD Ordinance shall control. In the event of a conflict between the Concept Plan/ Development Plan and any other exhibits attached hereto and the Zoning Ordinance, the Concept/ Development Plan and exhibits attached hereto shall control.

II. DEVELOPMENT PLAN

A conceptual master plan for development of the Property is attached as Exhibit "B" ("Concept Plan/ Development Plan") and all development shall generally conform to the Concept Plan/ Development Plan, except as may be modified as provided herein. The Concept Plan/ Development Plan shall satisfy all requirements under the Zoning Ordinance to submit/ approve a development plan for this PD and no further development plan or approvals by the Planning and Zoning Commission or City Council with respect to a development plan shall be required.

Changes of detail or amendments to the Concept Plan/ Development Plan, or any other exhibits attached hereto may be authorized by the Director of Development & Economic Development or his/her designated representative (the "Director") so long as such changes or amendments: do not alter the basic relationship of the proposed development to adjacent property and which do not alter the uses permitted, increase the density above 1,600 dwelling units, increase building height above 35 feet, or increase lot coverage for any residential lot above 70% and which do not decrease the required off street parking required

pursuant to Section X, or reduce the minimum yards required pursuant to Section XIII.F. of these Development Regulations (below). The applicant may appeal the decision to deny an amendment to the Concept Plan/ Development Plan or any other exhibits attached hereto to the City's Planning and Zoning Commission and may appeal the decision of the City's Planning and Zoning Commission to the City Council. For any amendments that are not authorized to be approved by the Director herein or are otherwise authorized elsewhere in the Zoning Ordinance, the applicant may apply for an amendment through the same process as a zoning amendment.

The Property may be developed in phases. The phases are not required to exactly conform to the boundaries as shown on Exhibit "C" and the phase boundaries may be adjusted at the time of platting without requiring an amendment to the Concept Plan/ Development Plan.

III. DEFINITIONS

A. 40 ft lot – means a lot with a width of at least 40 feet, but less than 50 feet.

B. 50 ft lot – means a lot with a width of at least 50 feet, but less than 60 feet.

C. 60 ft lot – means a lot with a width of at least 60 feet, but less than 70 feet.

D. 70 ft lot – means a lot with a width of at least 70 feet.

E. Masonry – shall be defined as exterior construction materials consisting of one or a combination of the following: brick material, fiber cement siding (such as Hardiplank or Hardiboard), stucco, stone, concrete and other built up/tilt panels. The Director may approve other materials as masonry materials in addition to those materials listed herein.

F. Open Space — means an area accessible to all residents within the Property that may include without limitation landscaping, sidewalks, trails, recreational facilities (e.g., playground equipment or other recreational facilities), seating areas, a pavilion or other shade structure(s), community gathering places, benches, trees, amenities, natural features, and/or water features. Open space may also include areas that are accessible to the general public within the Property after such areas have been dedicated to the City.

IV. USES

Permitted Uses – One-Family Detached Dwelling and all other uses allowed in the SF-2 — Single-family residential district ("SF-2 District") of the Zoning Ordinance shall be permitted on the Property, in addition to the following uses which shall be expressly permitted:

1) Amenity Centers;

2) Community Pools;

3) Gazebos;

4) Pavilions;

5) Tennis and Sport Courts;

6) Accessory Buildings;

7) Ponds, detention and/or retention areas;

8) Open space;

9) Playgrounds;

10) Splash pad(s);

11) Farmer's market (may be open to the public);

12) Food trucks;

13) Community garden(s);

14) Event lawn that may host periodic public events such as concerts or artistic performances [*allowed only in the Public Parks (defined herein)*]; and

15) Other amenities allowed or contemplated herein or in the exhibits attached hereto.

Uses allowed by Specific Use Permit in the SF-2 District are allowed in this district, subject to procedures for approval of Specific Use Permits in the Zoning Ordinance.

V. HOMEOWNERS' ASSOCIATION; CITY MAINTENANCE OF TRAILS

A Homeowners' Association (HOA) will be formed and will be responsible for the maintenance of the common areas, entry features, private open space areas, and perimeter fencing and landscaping. The City will own and be responsible for the maintenance of any open space or park areas dedicated to the City pursuant to Section XI herein (including without limitation the Public Open Space and Public Parks). The City will be responsible for all maintenance and operation of any public trails (including within limitation the Nature Trail, Multi Use Trail and Regional Trail, each as defined herein).

VI. LANDSCAPE BUFFER

A. 20-foot Landscape Buffer. A landscape buffer with a minimum width of twenty (20) feet from the perimeter property line shall be provided where homes front a collector street in the locations generally shown on the Exhibit "D" as the "20 Ft Buffer Yard Requirement". Trails and sidewalks shall be permitted within this 20 foot landscape buffer. The following standards shall apply for every one hundred (100) linear feet of landscape buffer length:

1) There shall be a minimum of four (4) canopy trees.

2) There shall be a minimum of four (4) understory trees.

3) There shall be a minimum of ten (10) shrubs (shrubs are not required to be screening shrubs).

4) Berms shall not be required. A screening wall or fence shall not be required.

B. 15-foot Landscape Buffer. A landscape buffer with a minimum width of fifteen (15) feet from the perimeter property line shall be provided where homes back or side to a collector street in the locations generally shown on the Exhibit "D" as the "15 Ft Buffer Yard Requirement". Trails and sidewalks shall be permitted within this 15 foot landscape buffer. The following standards shall apply for every one hundred (100) linear feet of landscape buffer length:

1) There shall be a minimum of four (4) canopy trees.

2) There shall be a minimum of four (4) understory trees.

3) There shall be a minimum of ten (10) shrubs (shrubs are not required to be screening shrubs).

4) A minimum six feet (6') tall masonry wall will be provided.

5) Berms shall not be required.

C. No landscape buffer yard or setback shall be required except in the locations shown generally on Exhibit "D", notwithstanding any requirements in Division 5 of the Zoning Ordinance (Landscaping and Buffer Requirements). The requirements noted herein shall apply in lieu of any landscape buffer/ buffer yard requirements in the Zoning Ordinance. By way of clarity and notwithstanding any requirements herein or in the Zoning Ordinance to the contrary, (1) where floodplain abuts an arterial or collector street, the buffer yard requirements do not apply, and such areas may be left in their natural state; and (2) neither a screening wall nor buffer yard is required when the rear or side yards of a residential subdivision abut a local street.

VII. RESIDENTIAL DENSITY

A. The maximum number of dwelling units in the aggregate on the Property shall be `1,600. There is no maximum floor area and no maximum number of dwelling units per acre.

B. The developer is not strictly bound by the locations of lot types as shown on the Concept Plan/ Development Plan. Notwithstanding the proposed locations of lot types as shown on the Concept Plan/ Development Plan, the developer may change the location of lot types (i.e., 40 ft lots, 50 ft lots, 60 ft lots, and 70 ft lots) and relocate lot types so long as: (i) the total number of 40 ft lots within the overall

Property (not by phase) does not increase by more than 10% of the total number of 40 ft lots shown on the Concept Plan/ Development Plan, (ii) the total number of 50 ft lots within the overall Property (not by phase) does not increase by more than 15% of the total number of 50 ft lots shown on the Concept Plan/ Development Plan, (iii) the total number of 60 ft lots within the overall Property (not by phase) does not decrease by more than 15% of the total number of 60 ft lots shown on the Concept Plan/ Development Plan; and (iv) the total number of 70 ft lots within the total Property (not by phase) does not decrease by more than 10% of the total number of 70 ft lots shown on the Concept Plan/ Development Plan.

VIII. AREA REQUIREMENTS AND DEVELOPMENT STANDARDS

A. The primary development and land use standards for this project will be based upon the standards outlined in this document. The Property shall be developed in accordance with the standards applicable to the SF-2 District, except as amended or otherwise set forth in this PD Ordinance.

B. 50 ft lots, 60 ft lots and 70 ft lots may be front entry.

C. Minimum Lot Area.

1) The minimum lot area for the following lot widths shall be as follows:

a. 40 ft lot: 4,200 square feet

b. 50 ft lot: 5,750 square feet

c. 60 ft lot: 6,900 square feet

d. 70 ft lot: 8,050 square feet

2) A maximum of 10% of each lot type (i.e., 40 ft lots, 50 ft lots, 60 ft lots, and 70 ft lots) will be allowed to have a reduced area of no more than 5% of the minimum area due to layout constraints (e.g., along curvilinear streets, etc.).

D. Minimum lot width shall be as follows:

1) 40 ft lots: 40 feet

2) 50 ft lots: 50 feet

3) 60 ft lots: 60 feet

4) 70 ft lots: 70 feet

E. Minimum Lot Depth. The minimum lot depth shall be:

1) 40 ft lots: 105 feet.

2) 50 ft lots, 60 ft lots, and 70 ft lots: 115 feet.

F. Yard Requirements

1) Minimum Front Yard Setback

a. The minimum front yard setback shall be:

(a) 40 ft lots: 5 feet.

(b) 50 ft lots, 60 ft lots, and 70 ft lots: 20 feet.

b. Porches on 40 ft lots, 50 ft lots, 60 ft lots, and 70 ft lots may encroach into the required front yard by a maximum of 5 feet.

2) Minimum Interior Side Yard

a. 40 ft lots, 50 ft lots, 60 ft lots, and 70 ft lots: 5 feet.

3) Minimum Corner Side Yard (street side)

a. 40 ft lots, 50 ft lots, 60 ft lots, and 70 ft lots: 15 feet.

4) Minimum Rear Yard Setback

a. 40 ft lots: 20 feet.

b. 50 ft lots, 60 ft lots, and 70 ft lots: 15 feet.

G. Maximum Lot Coverage: 70 percent per lot for main and accessory buildings. Lot coverage means the lot area covered by all buildings located thereon, including the area covered by all overhanging roofs, except that lot coverage calculations shall exclude the driveway regardless of whether a roof overhang is located over the driveway.

H. Maximum Height: up to 35 feet

I. The tables below illustrate the above development standards for ease of reference. In the event of a conflict between Section XIII.A. – H. and the tables below, Sections XIII.A. – H. shall control.

Area Regulations for 40-foot lots. Area regulations for 40-foot lots shall be as follows:

Minimum Lot Area*	4,200 square feet
Misc.	Rear loaded

Min. Lot Width	40 feet
Min. Lot Depth	105 feet
Min. Front Yard	5 feet
Min. Interior Side Yard	5 feet
Min. Corner Side Yard	15 feet
Min. Rear Yard	20 feet
Max. Lot Coverage	70%
Max. Height	up to 35’

* A maximum of 10% of the total number of 40 ft lots within the Property will be allowed to have a reduced area of no more than 5% of the minimum area due to layout constraints (e.g., along curvilinear streets, etc.).

Area Regulations for 50-foot lots. Area regulations for 50-foot lots shall be as follows:

Minimum Lot Area*	5,750 square feet
Misc.	May be front entry
Min. Lot Width	50 feet
Min. Lot Depth	115 feet
Min. Front Yard	20 feet
Min. Interior Side Yard	5 feet
Min. Corner Side Yard	15 feet
Min. Rear Yard	15 feet
Max. Lot Coverage	70%
Max. Height	up to 35’

* A maximum of 10% of the total number of 50 ft lots within the Property will be allowed to have a reduced area of no more than 5% of the minimum area due to layout constraints (e.g., along curvilinear streets, etc.).

Area Regulations for 60-foot lots. Area regulations for 60-foot lots shall be as follows:

Minimum Lot Area*	6,900 square feet
Misc.	May be front entry
Min. Lot Width	60 feet
Min. Lot Depth	115 feet
Min. Front Yard	20 feet
Min. Interior Side Yard	5 feet
Min. Corner Side Yard	15 feet
Min. Rear Yard	15 feet
Max. Lot Coverage	70%
Max. Height	up to 35’

* A maximum of 10% of the total number of 60 ft lots within the Property will be allowed to have a reduced area of no more than 5% of the minimum area due to layout constraints.

Area Regulations for 70-foot lots. Area regulations for 70 ft lots shall be as follows:

Minimum Lot Area*	8,050 square feet
Misc.	May be front entry
Min. Lot Width	70 feet
Min. Lot Depth	115 feet
Min. Front Yard	20 feet
Min. Interior Side Yard	5 feet
Min. Corner Side Yard	15 feet
Min. Rear Yard	15 feet
Max. Lot Coverage	70%
Max. Height	up to 35’

* A maximum of 10% of the total number of 70 ft lots within the Property will be allowed to have a reduced area of no more than 5% of the minimum area due to layout constraints (e.g., along curvilinear streets, etc.).

IX. BUILDING DESIGN

A. The following minimum design and construction standards shall apply within the Property in this Planned Development. The requirements in this section shall apply in lieu of any exterior construction, building materials or design requirements in the Zoning Ordinance (including but not limited to Section 52-87 of the Zoning Ordinance) and shall be the exclusive exterior construction, building materials, and design requirements that apply to the development of the Property.

B. Masonry Requirements.

1) Front Elevation Wall Surface Area — A minimum of 80% Masonry on front surface area of main dwelling unit (calculation shall exclude area covered by windows and doors). No more than 50% of the total dwelling units developed within the Property shall have fiber cement siding material or stucco on more than 50% of the front façade surface area. More than 50% of the total dwelling units within a phase may have fiber cement siding or stucco on more than 50% of the front façade surface area so long as the total overall within the development as a whole (all phases combined) is 50% or less.

2) Except as noted in subsection B(1) above, there shall be no limit on the percentage of the exterior masonry construction requirements for residential structures that may be met by fiber cement siding. There is no minimum percentage of stone construction.

3) Side and Rear Wall Elevation Surface Areas — A minimum of 25% Masonry on Side and Rear Elevations of main dwelling unit (calculation shall exclude area covered by windows and doors).

4) There is no minimum masonry percentage for amenity buildings, restroom facility buildings or accessory buildings.

C. Building Elevations.

1) Building elevations shall be submitted to the Director prior to the issuance of a building permit. The Director will approve the building elevations if they substantially conform to the requirements of Section IX.B(1)-(4) above.

2) All required elevations shall include sufficient detail to allow the Director to evaluate whether the proposed elevations meet the requirements of IX.B(1)-(4) above, and shall include identification of predominant exterior building materials. The residential building elevations depicted on Exhibit

"E" are an example of building elevations illustrating compliance with the requirements of Section IX.B(1)-(4) above and a sample of the level detail that should be provided in elevations.

3) The applicant may submit alternate materials, design or changed elevations that differ from Exhibit "E" and the Director will approve such elevations if the elevations meet the requirements of Section IX.B(1)-(4) above. The different/alternative building elevations are not required to be the same architectural style or color palette as what is shown on Exhibit "E".

D. Minimum Roof Pitch.

1) In general (except as provided in (2) below): minimum roof pitch of 6:12.

2) Other structures attached to or separate from the main home (such as porches, covered porches, etc.) and roof over garages: minimum 4:12 roof pitch.

X. PARKING

A. Minimum Off-Street Parking; Garage Requirements: Each dwelling unit shall have no less than two enclosed parking spaces that shall be located in a garage. Garages shall provide a minimum of 16ft garage door opening and a minimum inside clear width from wall to wall of 18ft and a minimum inside depth of 18ft.

XI. OPEN SPACE DEDICATION AND PUBLIC AMENITIES

A. Developer agrees to dedicate open space in the location(s) generally shown on Exhibit "F" attached hereto as "floodplain/ open space (dedicated to the City)" and "open space (dedicated to the City)" (the "Public Open Space") to the City. The Public Open Space is not required to conform exactly to the boundaries as shown on Exhibit "F", so long as at least 90 acres of open space is dedicated to the City within the overall Property (within the aggregate, including all phases). The Public Open Space may be dedicated in phases or portions (i.e., the total Public Open Space is not required to be dedicated at the same time). The Public Open Space (or portion thereof) is required to be dedicated prior to the issuance of the last certificate of occupancy in the phase in which the respective portion(s) of the Public Open Space is located within or adjacent to (if the Public Open Space is not located within a phase). The Public Open Space and the Public Parks (defined herein) shall fully satisfy the developer or property owner's obligations under Section 42-126 of the City's Code of Ordinances to (1) dedicate parkland or pay a fee in lieu thereof; and (2) pay park development fees. Therefore, no parkland dedication (or fee in lieu thereof) and no park development fees shall be due for the development of the Property. Prior to dedication of the applicable portion of the Public Open Space, the developer or property owner shall construct trails within the Public Open Space area as generally shown on Exhibit "F". Other than the aforementioned trails, the developer or property owner shall not be required to make any improvements to the Public Open Space area. The trails labeled on Exhibit "F" as the "Regional Public

Trail (Public)" (referred to herein as the "Regional Trail") and "Multi Use Trail (Public)" (referred to herein as the "Multi Use Trail") shall be at least 12' wide and constructed of concrete. The trail labeled as the "Nature Trail (Public)" on Exhibit "F" (the "Nature Trail") shall be at least 4' wide and is not required to be constructed of concrete. The trails are not strictly bound to the locations shown on Exhibit "F" and may be modified with the final design so long as the trails comply with the minimum requirements herein and are either (i) located in the same general directions shown on Exhibit "F" or (ii) located at other locations approved by the Director. In the event of a conflict between the text of these PD Development Regulations and Exhibit "F", the text of these PD Development Regulations controls.

B. Developer agrees to dedicate three (3) public parks to the City in the locations generally identified on Exhibit "F" as the Public "Event Park", the Public "Play Park" and the Public "Pavilion Park" (each a "Public Park" and collectively, the "Public Parks"). The Public Parks are not required to conform exactly to the boundaries as shown on Exhibit "F" or to any acreages stated herein, so long as at least 1.24 acres is dedicated to the City for the Event Park, at least 1.12 acres is dedicated to the City for the Play Park, and at least one (1) acre is dedicated to the City for the Pavilion Park. The Public Parks may be dedicated in phases (corresponding with the respective phases of development) and shall be dedicated prior to the issuance of the last certificate of occupancy in the phase in which the respective Public Park is located within or adjacent to (if the Public Park is not located within a phase). Prior to dedication of the applicable Public Park, the developer or property owner shall construct and/or install the following improvements at a minimum within each Public Park, respectively (and may, but shall not be required to, construct additional improvements, in its discretion):

1) Pavilion Park: (a) a shade structure or pavilion; and (b) green space areas;

2) Play Park: (a) three (3) playgrounds; (b) a splash pad; and (c) one or more sports courts such as a basketball, tennis or pickleball court;

3) Event Park: (a) an event lawn; (b) at least one playground; and (c) a pavilion or shade structure.

Other than the aforementioned improvements, the developer or property owner shall not be required to make any improvements to the Public Parks, but may include other improvements at its discretion.

C. The open space, trails, and park requirements in this PD Ordinance shall apply in lieu of any open space, trails, or park requirements in the City Code and shall be the exclusive open space, park, and trail requirements that apply to the development of the Property. For the avoidance of doubt, the dedication of the Public Parks and Public Open Space is not required prior to final plat or approval of any construction plans or building permits and the timing for dedication shall be required as provided herein.

D. Detention and retention may be provided in open space areas. There is no limit or restriction on the amount of floodplain or natural drainage areas that may be located within the Public Open Space area and no required minimum slope.

E. Paved parking areas are not required within the Public Parks or Public Open Space area notwithstanding any City Code requirements to the contrary. The developer may designate parallel parking at the perimeter of the Public Parks.

XII. PRIVATE AMENITIES

A. Developer agrees to install the following amenities for residents within the Property, which may be installed in open space areas or common areas ("Required Private Amenities"):

1) Two separate resident amenity areas north of Range Road (each a "Resident Amenity Area").

2) At least one of the Resident Amenity Areas referenced in subsection A(1) above will include a playground.

3) At least one of the Resident Amenity Areas referenced in subsection A(1) above will include the following at a minimum: a swimming pool, seating areas, and restroom facilities.

B. The exact location of the Required Private Amenities and amenities provided within such areas may change during the final design process. The Resident Amenity Areas may include other amenities in addition to the minimum amenities listed in subsection A(2)-(3) above at the developer's discretion.

C. The Required Private Amenities may be completed in phases (corresponding with the respective phases of development) and shall be completed prior to the issuance of the last certificate of occupancy in the phase in which the respective amenity is located within.

XIII. TRAILS

A. Developer agrees to construct a multi-use trail approximately 12 feet in width in the locations generally shown as the "12' Multi Use Trail (Public)" on Exhibit "F" ("Multi Use Trail"). The Multi-Use Trail is not strictly bound to the locations shown on Exhibit "F" and may be modified with the final design. The Multi-Use Trail will be constructed of concrete and will be publicly accessible. The Multi-Use Trail may be completed in phases and shall be completed prior to the issuance of the last certificate of occupancy in the phase in which the respective portion(s) of the trail is located within or adjacent to (if the portion of the trail is not located within a phase).

XIV. STREETS AND ACCESS

A. The street sections and street design requirements herein apply in lieu of any standard street section or design requirements in the City Code.

B. Alleys shall comply with the section titled “30 Ft Alley ROW Street Plan/ Section” on Exhibit “G”.

C. Except where shown in the key map as an orange “60 Ft ROW Street Plan/ Section” on Exhibit “G”, local streets shall comply with the section titled “50 Ft ROW Street Plan/ Section” on Exhibit “G”.

D. Where shown in the key map as an orange “60 Ft ROW Street Plan/ Section” (intended for streets directly abutting or providing a connection to a Public Park or Resident Amenity Area), local streets shall comply with the section titled “60 Ft ROW Street Plan/ Section”.

E. The portions of streets shown in the key map on Exhibit “G” as “100 Ft ROW – Type A Street Plan/ Section” (including portions of minor arterials) will comply with the “100 Ft ROW – Type A Street Plan/ Section”.

F. The portions of streets shown in the key map on Exhibit “G” as “100 Ft ROW – Type B Street Plan/ Section” (including portions of minor arterials) will comply with the “100 Ft ROW – Type B Street Plan/ Section”.

G. The portions of streets shown in the key map on Exhibit “G” as “100 Ft ROW – Type C Street Plan/ Section” (including portions of a minor arterial and four entrances into the subdivision) will comply with the “100 Ft ROW – Type C Street Plan/ Section”.

H. Streets are not required to be exactly as shown and street alignments are not required to match exactly what is shown on Exhibit “G”. Exhibit “G” shows where different street sections are located for the current draft Concept Plan/ Development Plan.

Exhibit "A"

Legal Description of the Property

Exhibit "B"

Concept Plan/ Development Plan

Exhibit "C"

Phase Exhibit

Exhibit "D"

Buffer Plan

Exhibit "E"

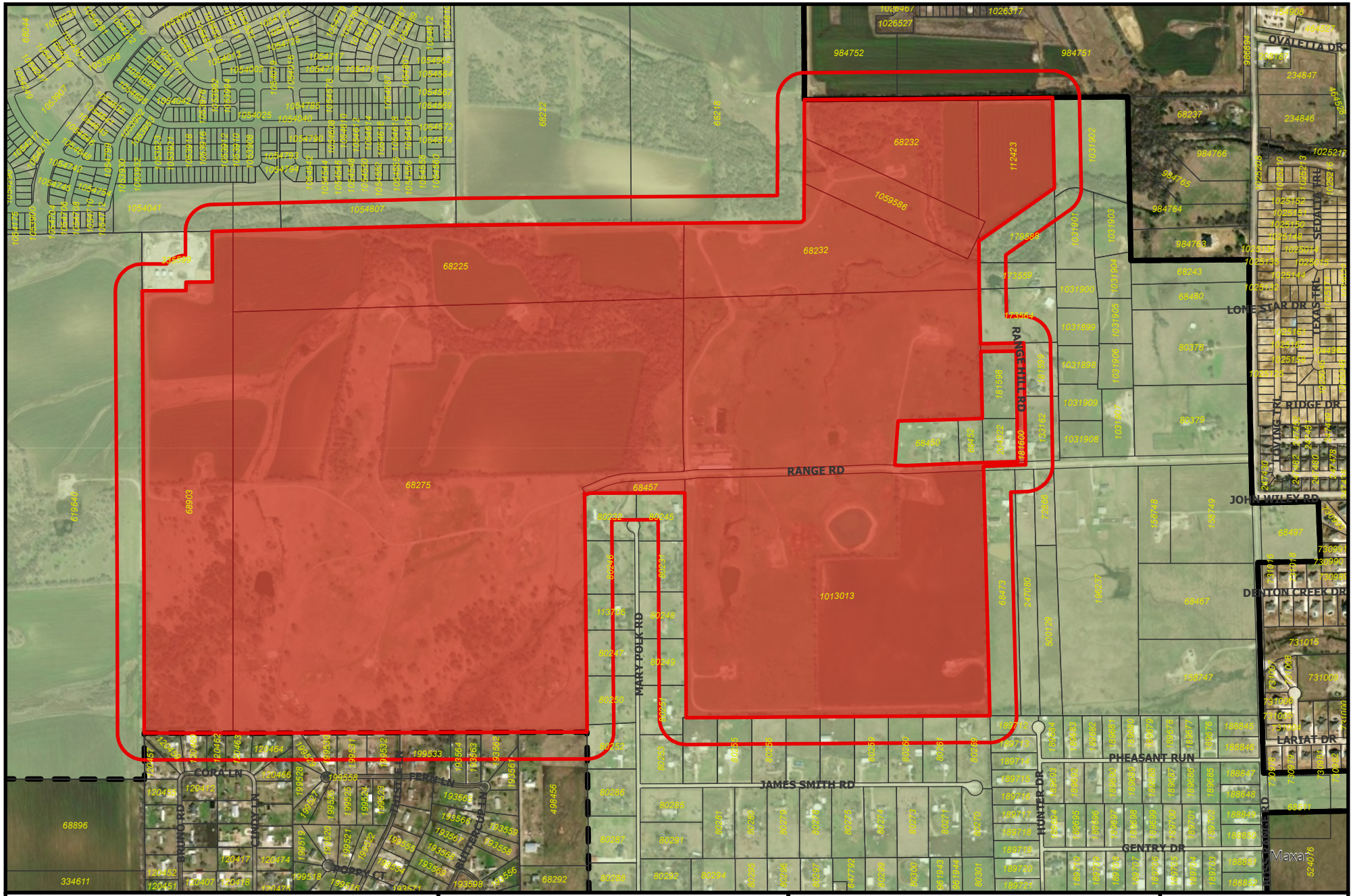
Example of Acceptable Building Elevations

Exhibit "F"

Preliminary Open Space and Parks Plan

Exhibit "G"

Street Sections



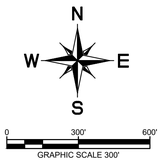
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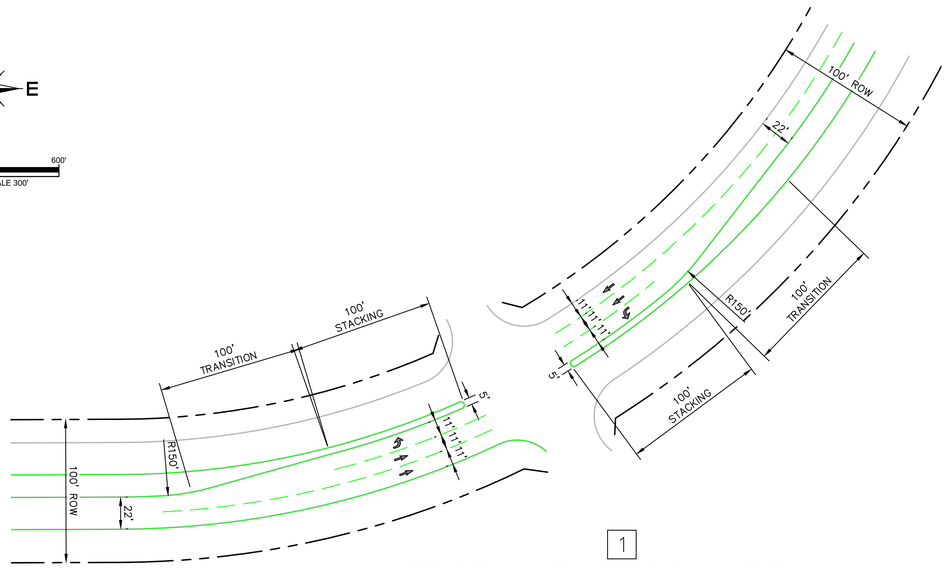
- Justin ETJ
- Justin City Limits
- Parcels
- Cuesta
- 200ft Notice Radius

Cuesta
Proposed Development
City of Justin, TX

0 500 1,000 2,000 Feet

Prepared by:
Christopher T. Young
GIS Technician
Date: 04/01/2025

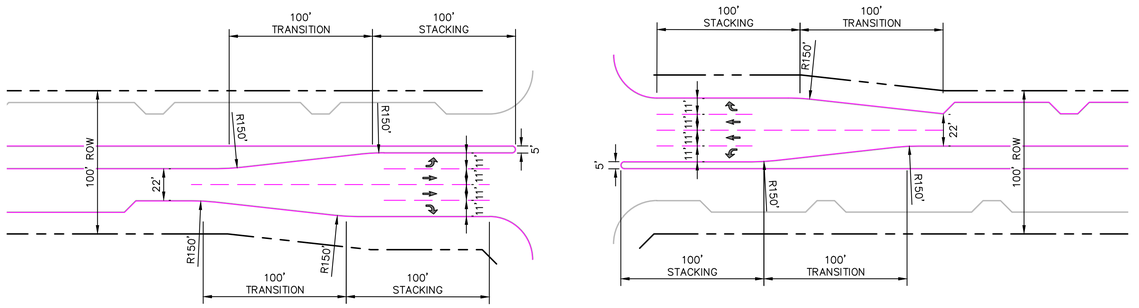




1

INTERSECTION WITH LEFT TURN LANE EACH WAY

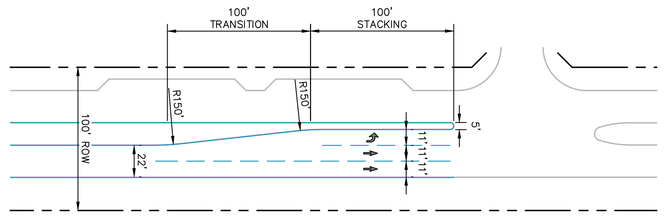
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2

INTERSECTION WITH LEFT AND RIGHT TURN LANE EACH WAY

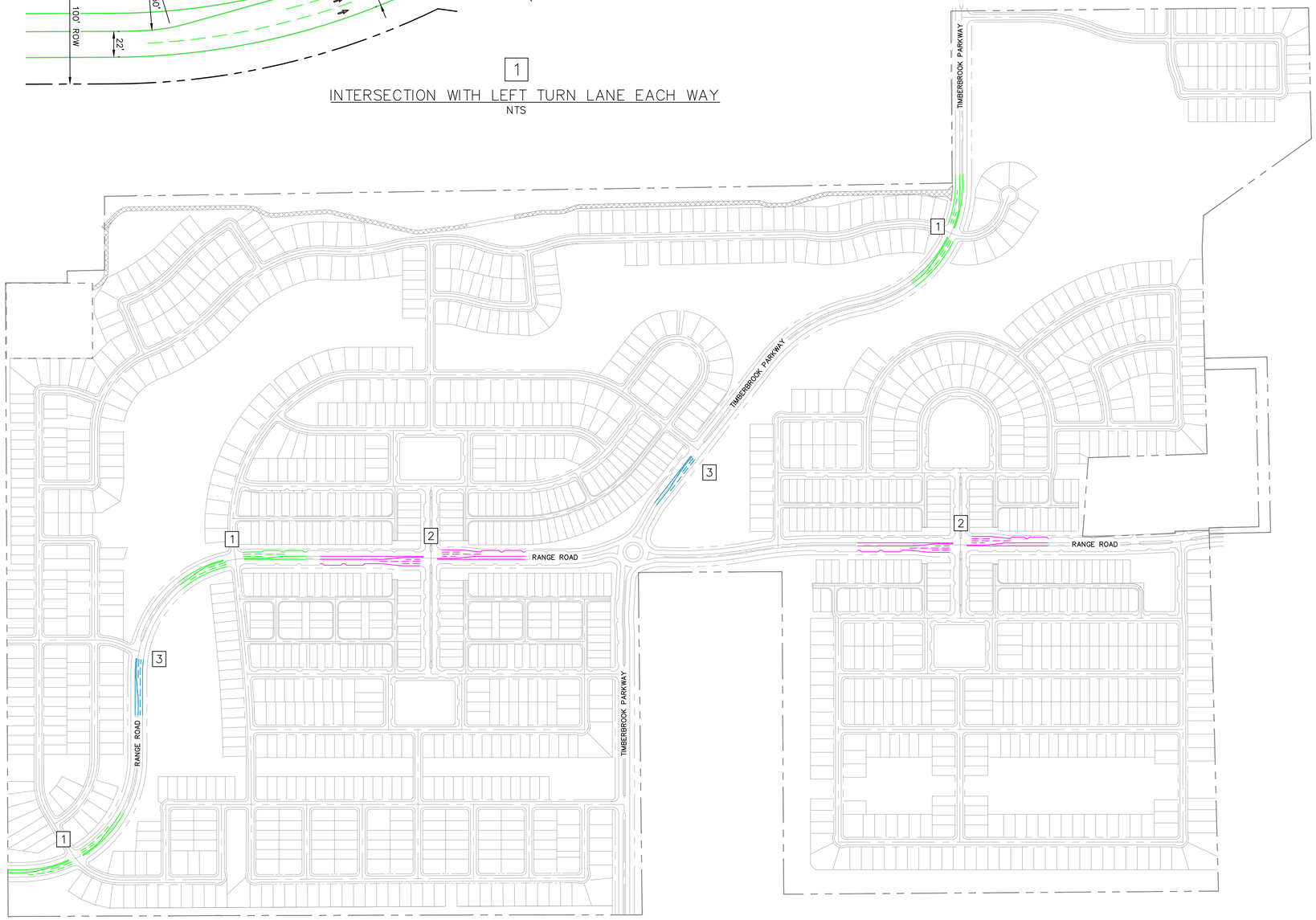
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3

INTERSECTION WITH LEFT TURN LANE ONE WAY

NTS



NOTE:

1. ALL DIMENSIONS SHOWN ARE FACE OF CURB.

Turn Lane Exhibit

Cuesta

Justin, Texas
March 2025

Kimley»Horn
400 North Oklahoma Drive, Suite 105
Celina, TX 75009
469-501-2200
State of Texas Registration No. F-928

NOTES:
1. THIS PLAN IS CONCEPTUAL IN NATURE AND HAS BEEN PRODUCED WITHOUT THE BENEFIT OF A SURVEY OR CONTACT WITH THE CITY, COUNTY, ETC.
2. AERIAL IMAGE BY NEARMAP, COPYRIGHT 2021

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Range Creek Single-Family

TRAFFIC IMPACT ANALYSIS

Prepared By:

Kimley»Horn

Texas Firm Registration Number F-928

801 Cherry Street, Suite 1300

Fort Worth, TX 76102

(817) 339-2254

Contact: Pete Kelly, P.E



Job Number: 061179360

MARCH 2025

03-06-2025

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EXECUTIVE SUMMARY

This report documents a traffic impact analysis (TIA) performed for the proposed Range Creek development located south of FM 407 and west of Boss Range Road in the City of Justin, Texas. The proposed development is anticipated to include 1,547 lots of single-family detached housing.

Traffic was evaluated for five scenarios for which the Weekday AM and PM peak hour level of service analysis was performed. Analysis procedures consisted of intersection capacity analysis, auxiliary lane analysis, sight distance analysis, and access spacing analysis. These scenarios are presented in **Table A**.

Table A. Analysis Scenario Summary Table

Scenario	Roadway Conditions	Development Assumptions	Traffic Volumes
Existing (2024)	Existing	Existing	Existing
Phase 1-2 (2027) Background	Existing	Existing	Existing + 3 years of growth at 3.5% per year
Phase 1-2 (2027)	Existing + Site Driveways + Range Road + Timberbrook Dr	Existing + Phase 1-2 Range Creek Development	Existing + 3 years of growth at 3.5% per year + Range Creek Phase 1-2 Site Traffic
Buildout (2030) Background	Existing	Existing	Existing + 6 years of growth at 3.5% per year
Buildout (2030)	Existing + Site Driveways + Realigned Range Road + Timberbrook Dr	Existing + All Phases of Range Creek Development	Existing + 6 years of growth at 3.5% per year + Range Creek Buildout Site Traffic

Based on the analyses performed, we offer the following conclusions and recommendations:

Intersection Capacity Analysis

Based on the intersection capacity analysis, all study area intersections are projected to operate at LOS D or better through the Horizon (2034) scenario except the following:

Boss Range Road & Wiley Road / Range Road

The eastbound and westbound approaches of the intersection are anticipated to operate at LOS F in both peak hours in Buildout (2030) conditions. Based on projected volumes, the intersection is projected to fall just below volume thresholds to warrant a traffic signal. Mitigated analyses were performed with all-way stop control and signalization. Based on the mitigated analyses, the intersection is anticipated to operate with ~75% less overall delay with all-way stop control, and at LOS B or better with a signal installed in buildout conditions.

Recommendations:

Step 1 – Consider implementing all-way stop control to lower overall delay beginning in Phase 3.

Step 2 - Collect new traffic counts to evaluate the need for a traffic signal and/or other mitigations after Buildout (2030) and realignment of Range Road.

Responsible Party: Range Creek Development / Adjacent Developments / City

Auxiliary Lane Analysis

Based on the auxiliary lane analysis of the development through Buildout (2030) conditions according to the City of Justin's *Subdivision Regulations*, the following observations are made:

- Left-turn lanes are to be provided for all divided streets where median openings provide access to streets, alleys, or driveways. Based on the Range Creek site plan, all site driveways are anticipated to be constructed at median openings except for Drives 4, 12, and 13. Based on the City of Justin's requirements, the minimum length for a left-turn deceleration lane is 200 total feet, which includes 100 feet of storage and 100 feet of transition. Therefore, it is recommended to construct left-turn lanes in each direction at all site driveways except Drives 4, 12, and 13.
- Right-turn lanes are to be provided on all approaches of TxDOT, arterial, and collector streets. Also, they are required for commercial developments of 5 acres or more and based on a traffic impact analysis demonstrating adequate safety. With the addition of left-turn lanes, Range Road and Timberbrook are anticipated to operate with sufficient capacity and minimal delay. Based on the City's requirements and acceptable operations, it is not recommended to install right-turn lanes at any of the site driveways. However, it is recommended to install left and right-turn lanes where each Minor Arterial connects to the existing City roadway network.

Sight Distance Analysis

Based on field observations and the proposed site plan, all proposed driveways (Drives 1-17) are anticipated to have adequate sight distance. All driveways should be designed to provide adequate sight distance (i.e. clear sight with no obstructing object, signs, landscaping, etc.).

Access Spacing Analysis

The driveways planned to serve the proposed development include the proposed Drives 1-17 along Range Road and Timberbrook. According to the City of Justin's *Subdivision Regulations* on Page 13-14, the following observations are made:

- The edge of the median opening is not less than 400 feet from the edge of an intersection with a collector or arterial thoroughfare.
- All the proposed site driveways are anticipated to provide adequate access spacing along Range Road and Timberbrook.

INTRODUCTION

PURPOSE

Kimley-Horn and Associates, Inc. was retained by Meritage Homes of Texas, LLC to perform a traffic impact analysis for the proposed Range Creek development, located south of FM 407 and west of Boss Range Road in the City of Justin, Texas.

The purpose of this study is to address the traffic impacts of the proposed development on surrounding streets and intersections. This traffic impact study was prepared based on criteria set forth by the City of Justin and TxDOT standards. The specific objectives of this study are to determine existing and future levels of service at the various study intersections and recommend any capacity or operational related improvements.

METHODOLOGY

The traffic evaluation was comprised of five scenarios for which Weekday AM and PM peak hour intersection level of service analyses were performed. Based on the project's anticipated completion, 2030 was assumed as the buildout analysis year. In total, five analysis scenarios were examined and are presented in **Table 1**.

Table 1. Analysis Scenario Summary Table

Scenario	Roadway Conditions	Development Assumptions	Traffic Volumes
Existing (2024)	Existing	Existing	Existing
Phase 1-2 (2027) Background	Existing	Existing	Existing + 3 years of growth at 3.5% per year
Phase 1-2 (2027)	Existing + Site Driveways + Range Road + Timberbrook Dr	Existing + Phase 1-2 Range Creek Development	Existing + 3 years of growth at 3.5% per year + Range Creek Phase 1-2 Site Traffic
Buildout (2030) Background	Existing	Existing	Existing + 6 years of growth at 3.5% per year
Buildout (2030)	Existing + Site Driveways + Realigned Range Road + Timberbrook Dr	Existing + All Phases of Range Creek Development	Existing + 6 years of growth at 3.5% per year + Range Creek Buildout Site Traffic

For all intersections, the capacity analyses were conducted using the *Synchro 12*™ software package and its associated *Highway Capacity Manual* reports.

STUDY AREA

SITE LOCATION

The development is located south of FM 407 and west of Boss Range Road in the City of Justin, Texas. A vicinity map is presented in **Exhibit 1**. The existing intersections of FM 407 & Timberbrook, Boss Range Road & Range Road, and Range Road & Wiley Road were analyzed, along with the future intersections at the proposed driveways. **Exhibit 2** displays the existing thoroughfares, lane assignments, and traffic controls within the study area.

MAJOR THOROUGHFARES

Wiley Road is currently a two-lane undivided roadway located east of Boss Range Road oriented in an east-west direction. Wiley Road serves residential developments along its span from FM 156 to Boss Range Road. Per the City of Justin Master Thoroughfare Plan, Wiley Road is classified as a Minor Arterial and has a posted speed limit of 30 mph.

FM 407 is currently a two-lane undivided TxDOT roadway located west of FM 156 and oriented in an east-west direction. FM 407 serves residential developments west of the study area and to downtown Justin east. Per the City of Justin Master Thoroughfare Plan, FM 407 is classified as a State Highway and has a posted speed limit of 45 mph.

Boss Range Road is currently a two-lane undivided roadway and is oriented in a north-south direction. Boss Range Road provides access to rural residential areas to the south and FM 407 to the north. Per the City of Justin Master Thoroughfare Plan, Boss Range Road is classified as a Minor Arterial and has a posted speed limit of 35 mph.

Range Road is currently two-lane undivided roadway and is oriented in an east-west direction. Range Road provides access to rural residential areas to the west and to Boss Range Road / Wiley Road to the east. Per the City of Justin Master Thoroughfare Plan, Range Road is classified as a Minor Arterial and has a posted speed limit of 30 mph.

PROPOSED DEVELOPMENT

The development is located south of FM 407 and west of Boss Range Road in the City of Justin, Texas. Based on information provided by the developer, the proposed development is anticipated to include 1,547 lots of single-family detached housing, in which Phases 1-2 are anticipated to be completed by 2027 and Buildout by 2030.

The development is anticipated to have seventeen (17) access points, with fourteen being full access and 3 being right-in/right-out only accesses. The development is planning to construct the east-west Range Road and north-south Timberbrook Minor Arterial sections within the site boundary. These thoroughfares will provide access to the site driveways.

EXISTING (2024) TRAFFIC CONDITIONS

EXISTING TRAFFIC VOLUMES

Turning movement counts were collected on Wednesday, October 30th, 2024, during the AM and PM peak hours at the following intersections:

- FM 407 & Timberbrook
- Boss Range Road & Wiley Road
- Boss Range Road & Range Road

Based on the collection date of traffic volumes, the existing scenario year used is 2024. The Existing (2024) traffic volumes are presented in **Exhibit 3**. Raw traffic counts are provided in the **Appendix**.

N

NOT TO SCALE

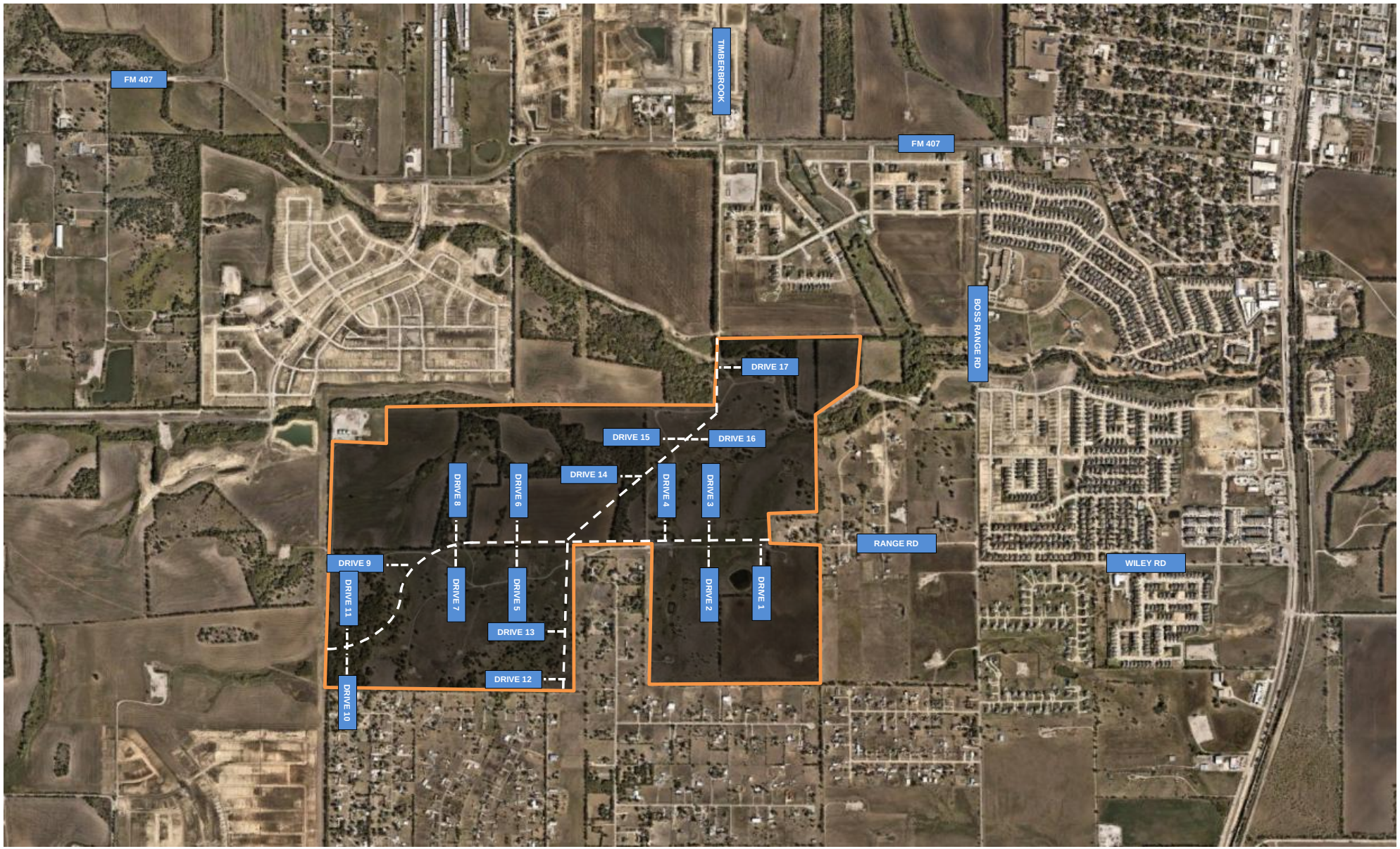


EXHIBIT 1

VICINITY MAP

RANGE CREEK TIA

Kimley»Horn

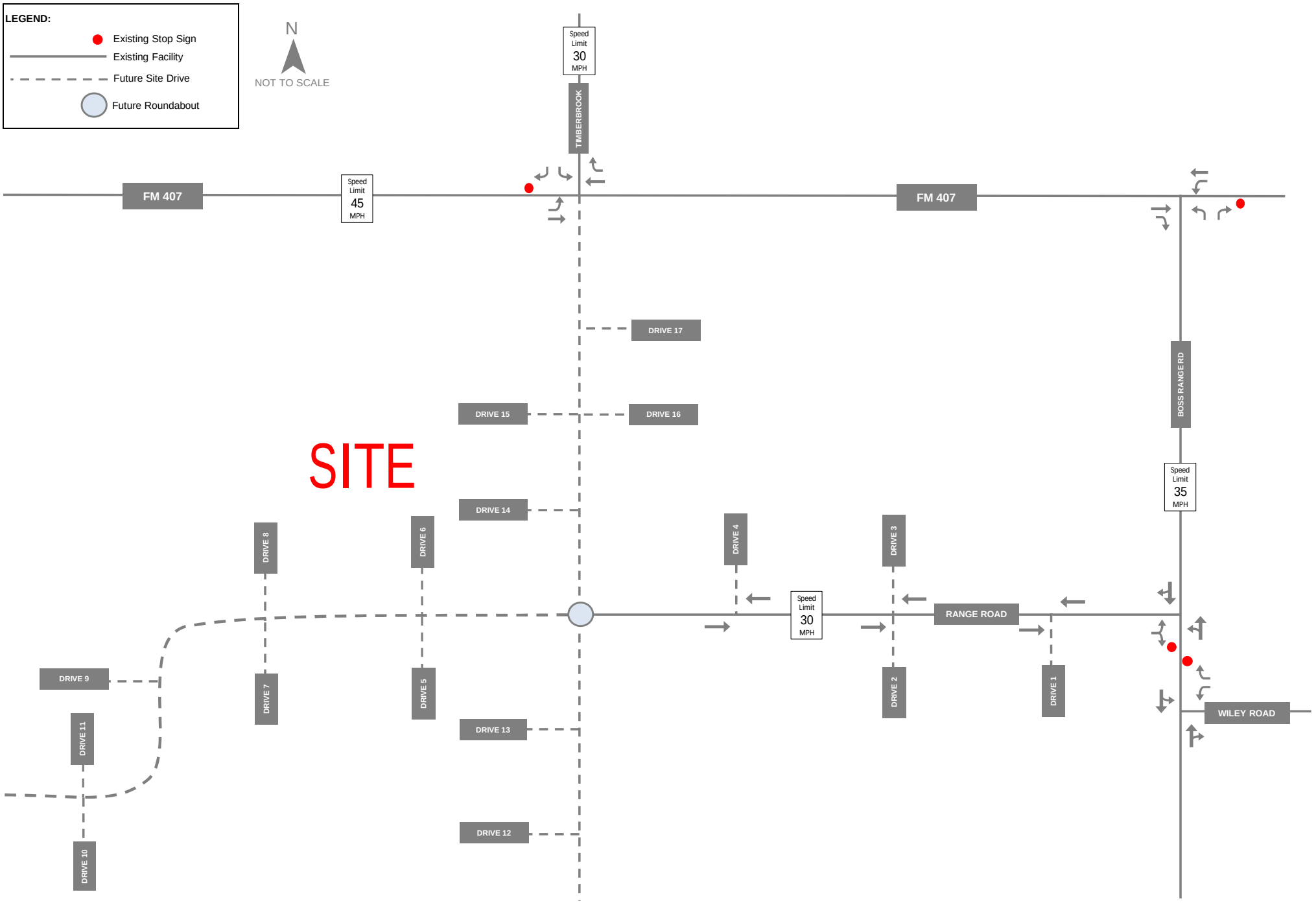


EXHIBIT 2

EXISTING LANE ASSIGNMENT & INTERSECTION CONTROL

RANGE CREEK TIA

Kimley»Horn

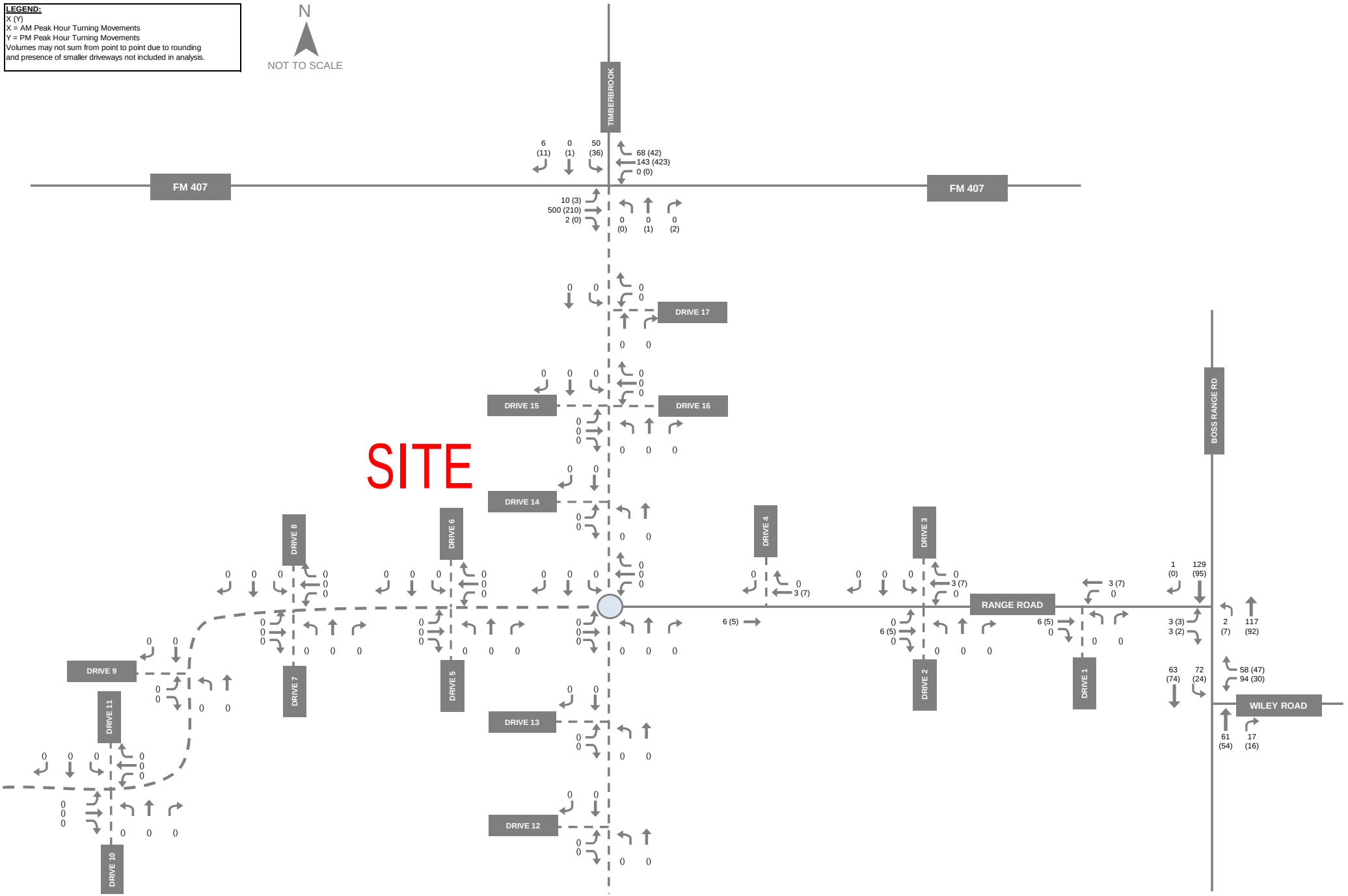


EXHIBIT 3

EXISTING (2024) TRAFFIC VOLUMES

RANGE CREEK TIA

Kimley»Horn

FUTURE TRAFFIC CONDITIONS

HISTORICAL GROWTH RATE

Based on historical growth data from the TxDOT Traffic Count Database System and future growth projections from the TxDOT Statewide Planning Map, an annual growth of 3.5% was assumed as representative for the roadway network. This was based on historical traffic counts along FM 407, east of Boss Range Road.

PHASE 1-2 (2027) BACKGROUND TRAFFIC VOLUMES

Exhibit 8 presents the projected Phase 1-2 (2027) Background traffic volume, which is the existing traffic (see **Exhibit 3**) grown at a projected 3.5% annual background growth to year 2027

BUILDOUT (2030) BACKGROUND TRAFFIC VOLUMES

Exhibit 10 presents the projected Buildout (2030) Background traffic volume, which is the existing traffic (see **Exhibit 3**) grown at a projected 3.5% annual background growth to year 2030.

ROADWAY NETWORK

The Buildout (2030) total roadway network is anticipated to be the same as the Existing (2024) conditions, with the addition of the following:

- East-West Minor Arterial (Range Road), within the site boundary
- North-South Minor Arterial (Timberbrook), within the site boundary
- Realignment of Range Road to create four-leg intersection at Wiley Road & Boss Range Road

According to the Justin Master Thoroughfare Plan, Minor Arterials are designated as two-lane divided roadways with on-street parking. Note that the connection of Range Road to the east of the development is unknown, along with the Timberbrook connection to the south. Both are assumed to not connect to adjacent roadways or developments during the Range Creek development timeline.

TRIP GENERATION

Traffic projections were prepared for Build-Out of the proposed development based on the trip generation rates found in the 11th edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. This recognized standard for trip generation is based on actual surveys (traffic counts) of existing types of development. **Table 2** provides the average rates included in the ITE *Trip Generation Manual* in addition to the entering and exiting distribution splits.

Table 2. Trip Generation Rates

Land Use Description	Variable	Daily		AM Peak Hour		PM Peak Hour	
		Rate	Split	Rate	Split	Rate	Split
Single-Family Detached (ITE #210)	Dwelling Units	9.43 * (X)	50% In 50% Out	0.70 * (X)	26% In 74% Out	0.94 * (X)	63% In 37% Out
Number of trips generated = Trip Rate (Development Unit); X = Dwelling Units							

Table 3 summarizes the total number of trips that are projected to be generated by the proposed development during the Weekday AM and PM peak periods for each phase of development. The number of trips generated represents the number of vehicles entering and exiting the proposed development to and from the adjacent street system.

Table 3. Trip Generation Calculation

Land Use Description	ITE Code	Scenario	Intensity / Units	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	Phase 1-2	606 Dwelling Units	5,715	110	314	424	359	211	570
		Phase 3-4 (Buildout)	941 Dwelling Units	8,874	171	488	659	558	327	885
Range Creek Total Site Traffic				***14,589***	***281***	***802***	***1,083***	***917***	***538***	***1,455***

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The distribution and assignment of the site-generated traffic to the study area roadway network was performed for the proposed development based on examination of the existing and anticipated traffic volumes and the locations of the proposed driveway access to and from the site. The following percentages of trip distribution are assumed on the surrounding roadway network for both Phase 1-2 (2027) and Buildout (2030):

- 40% - Wiley Road, east of the study area
- 20% - Boss Range Road, south of the study area
- 10% - Boss Range Road, north of the study area
- 15% - FM 407, northwest of the study area
- 10% - FM 407, northeast of the study area
- 5% - Timberbrook, north of the study area

Exhibit 4 and **Exhibit 6** presents the inbound and outbound directional distribution percentages for site-generated traffic during the Weekday AM and PM peak hours for Phase 1-2 and Buildout, respectively. Total site-generated traffic volumes for the Weekday AM and PM peak hours at Phase 1-2 and Buildout are presented in **Exhibit 5** and **Exhibit 7**, respectively.

Total traffic volumes for Phase 1-2 and Buildout (2030) conditions can be found in **Exhibit 9 and Exhibit 11**, respectively.

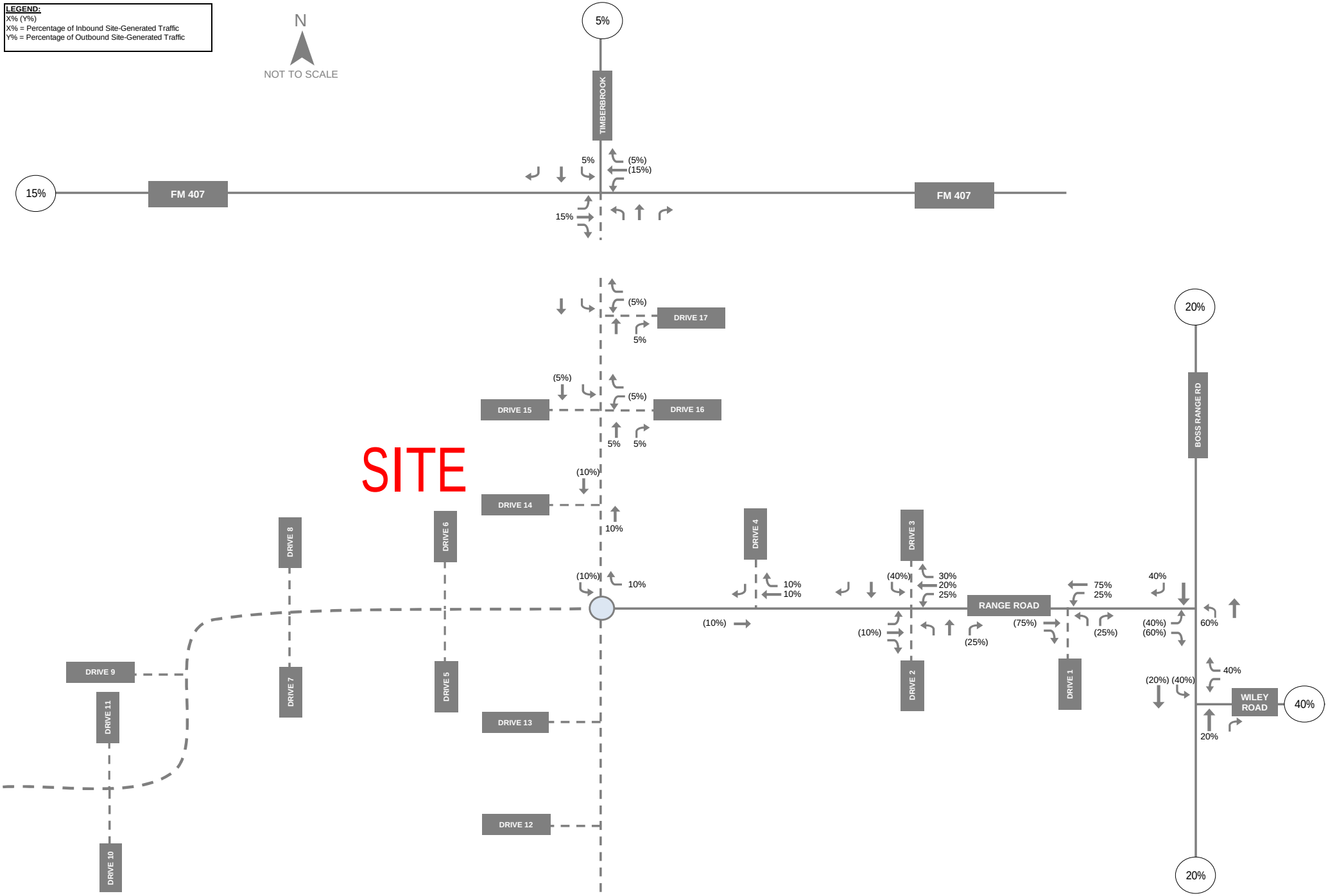


EXHIBIT 4

PHASE 1-2 (2027) TRIP DISTRIBUTION

RANGE CREEK TIA

Kimley»Horn

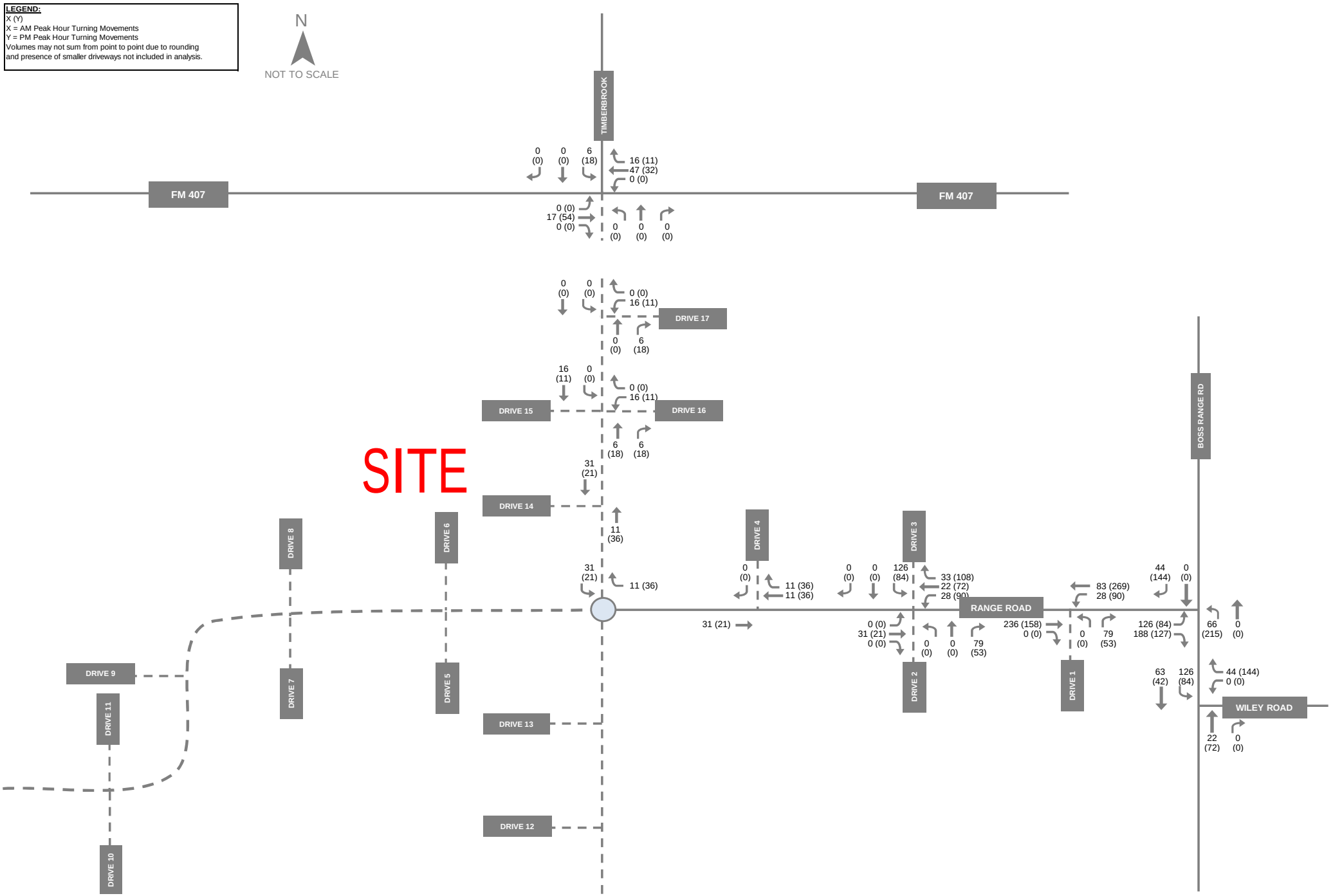


EXHIBIT 5

PHASE 1-2 (2027) TRIP ASSIGNMENT

RANGE CREEK TIA

Kimley»Horn

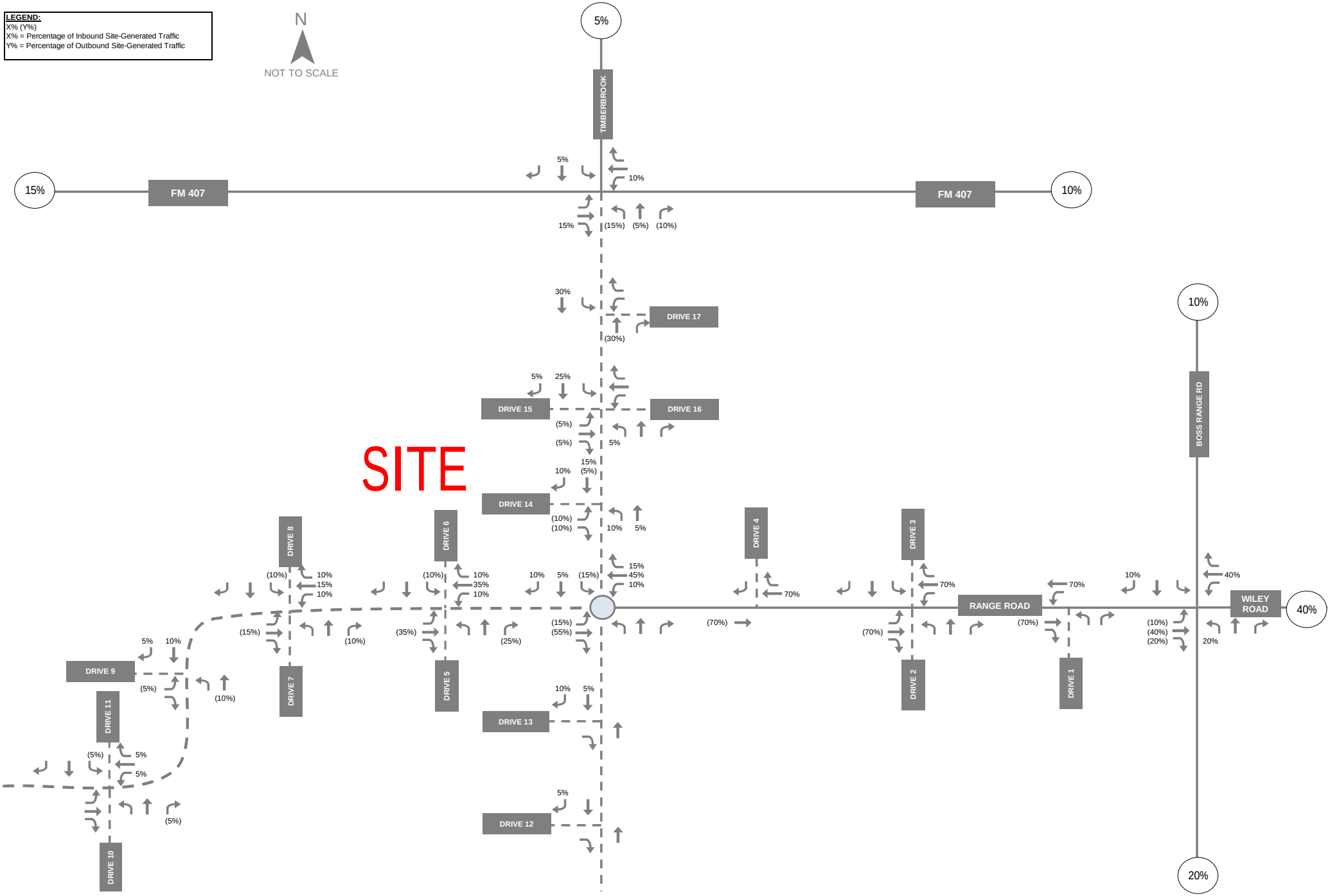


EXHIBIT 6

BUILDOUT (2030) TRIP DISTRIBUTION

RANGE CREEK TIA

Kimley»Horn

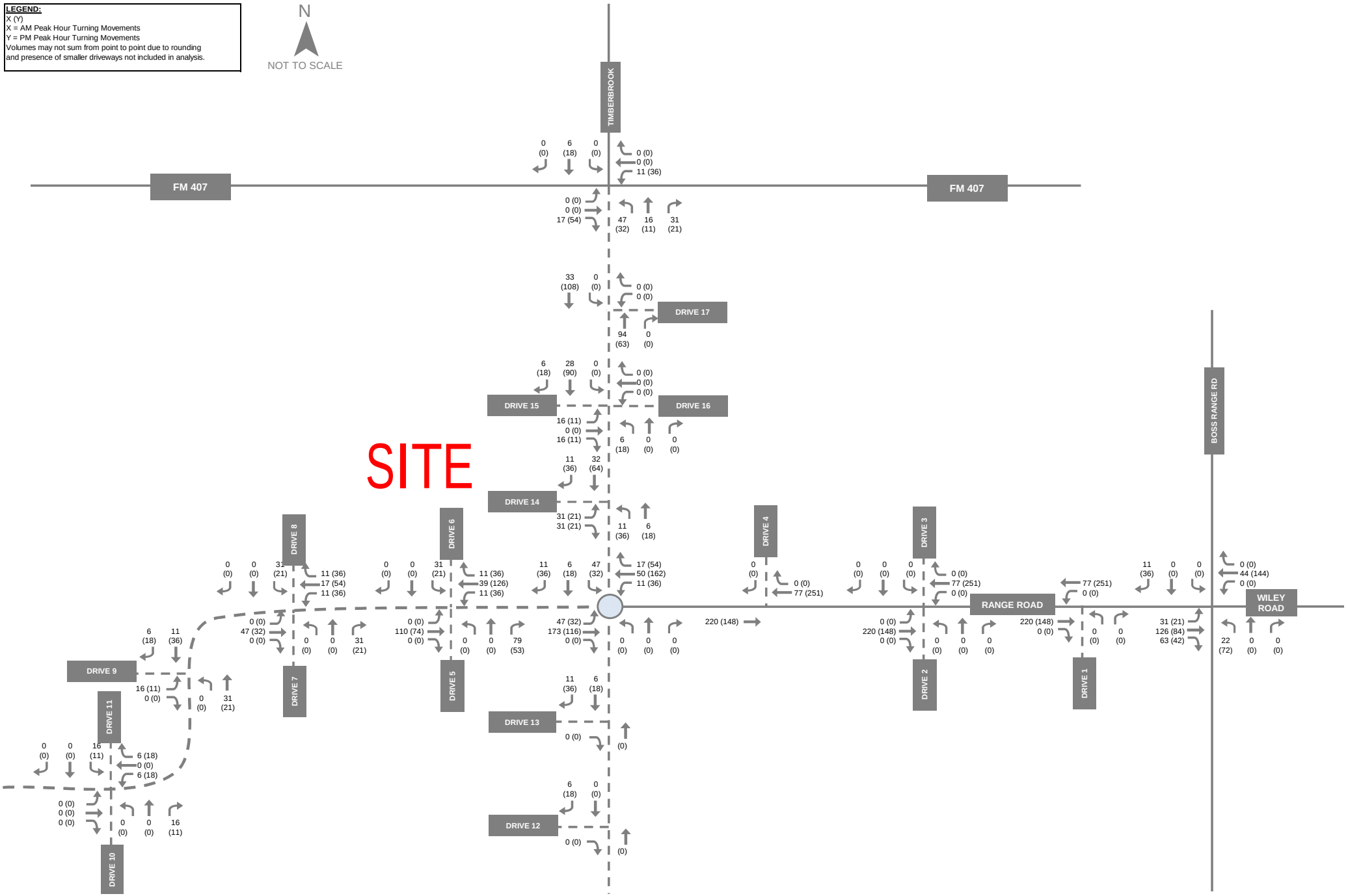


EXHIBIT 7

BUILDOUT (2030) TRIP ASSIGNMENT

RANGE CREEK TIA

Kimley»Horn

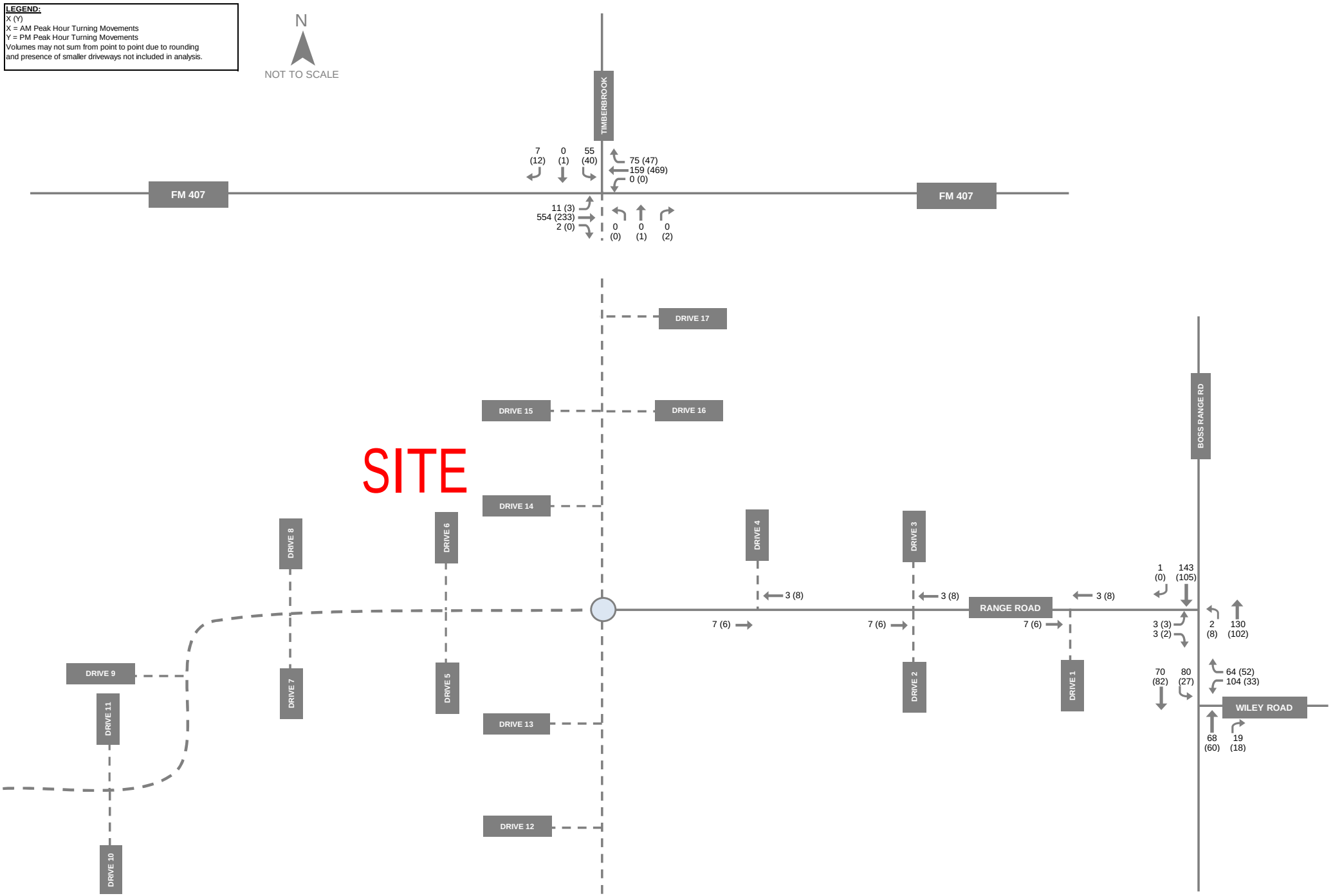


EXHIBIT 8

PHASE 1-2 (2027) BACKGROUND TRAFFIC VOLUMES

RANGE CREEK TIA

Kimley»Horn

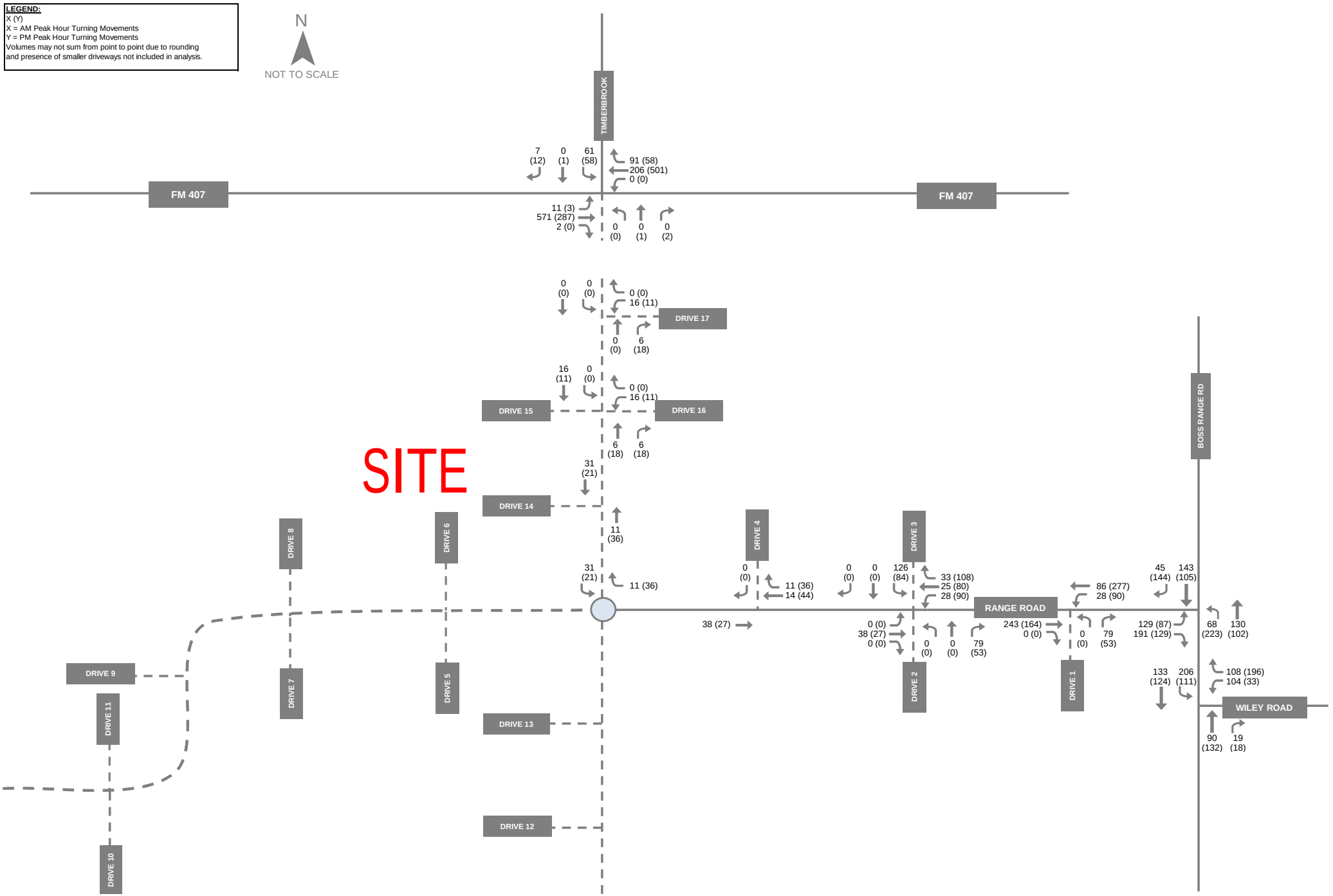


EXHIBIT 9

PHASE 1-2 (2027) TOTAL TRAFFIC VOLUMES

RANGE CREEK TIA

Kimley»Horn

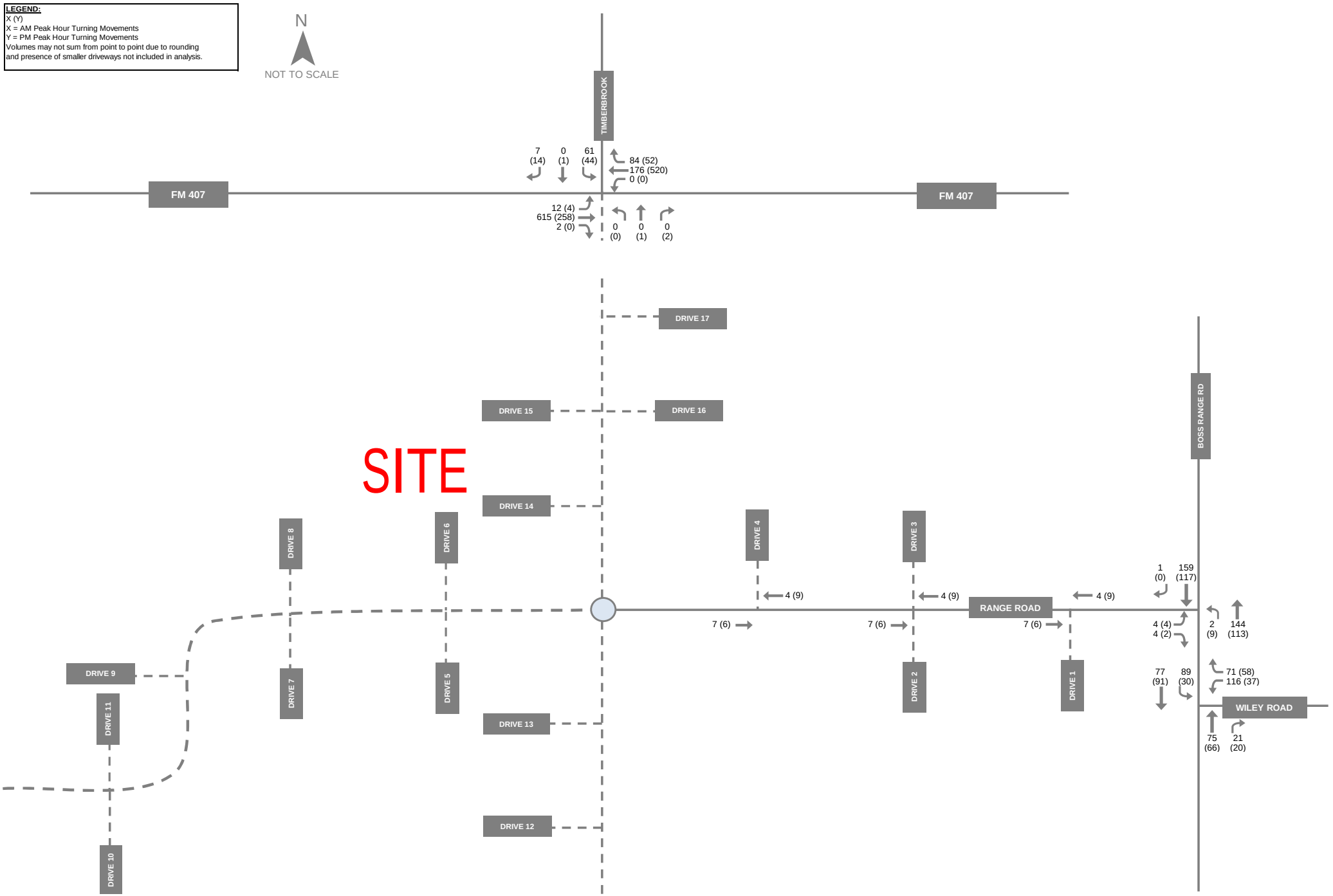


EXHIBIT 10

BUILDOUT (2030) BACKGROUND TRAFFIC VOLUMES

RANGE CREEK TIA

Kimley»Horn

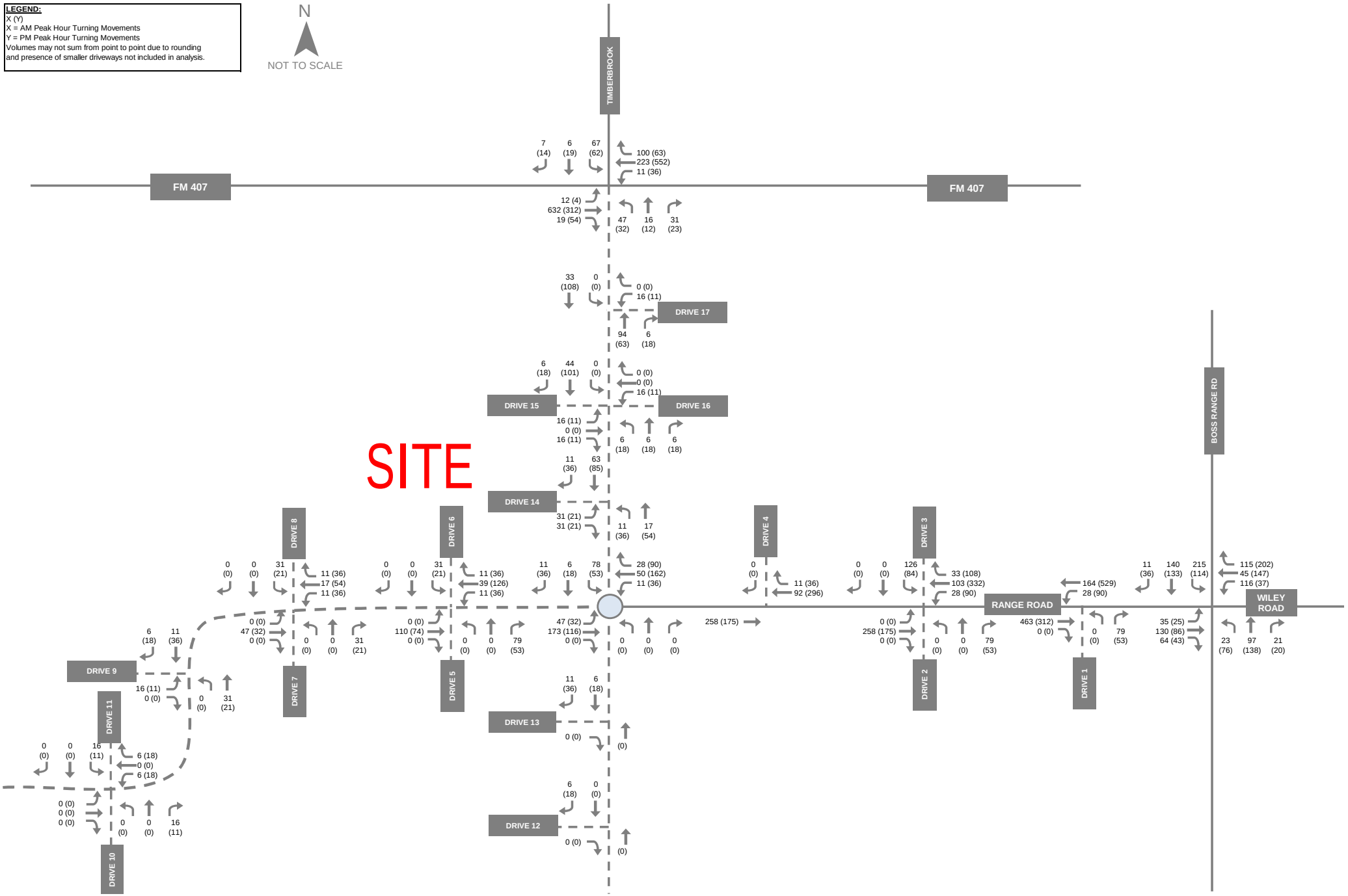


EXHIBIT 11

BUILDOUT (2030) TOTAL TRAFFIC VOLUMES

RANGE CREEK TIA

Kimley»Horn

INTERSECTION CAPACITY ANALYSIS

The evaluation of the existing roadway system was comprised of the Weekday AM and PM peak hour level of service analysis. For the study area intersections, analysis was accomplished via *Synchro 12™* software. The previously referenced **Exhibit 2** details the lane assignments for the existing roadway network that were used for analysis. The purpose of this analysis was to determine if any deficiencies exist within the network and to establish a baseline condition.

Capacity defines the volume of traffic that can be accommodated by a roadway at a specified "level-of-service." Capacity is affected by various geometric factors including roadway type (e.g. divided or undivided), number of lanes, lane widths, and grades. Level-of-service (LOS), which is a measure of the degree of congestion, ranges from LOS "A" (free flowing) to LOS "F" (a congested, forced flow condition). A description of each operational state for all intersections, based on the Highway Capacity Manual, is presented in **Table 4**.

Table 4. Definition of Level of Service for Intersections

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Table 5 presents the results of the analysis for the study area intersections during the Weekday AM peak hour for all scenarios and **Table 6** presents the results for the PM peak hour. **Table 7** presents the mitigated results for both peak hours. The *Synchro 12™* output sheets for this analysis are provided in the **Appendix**. Intersection peak hour factors observed during the data collection were used in the capacity analysis.

Based on the intersection capacity analysis, all study area intersections are projected to operate at LOS D or better through the Buildout (2030) scenario except the following:

Boss Range Road & Wiley Road / Range Road

The eastbound and westbound approaches of the intersection are anticipated to operate at LOS F in both peak hours in Buildout (2030) conditions. Based on projected volumes, the intersection is projected to be close to warranting a traffic signal where it meets 2 hours of the 4-hour warrant and close to the PM peak hour warrant. Based on a mitigated analysis, the intersection is anticipated to operate at LOS D or better in both peak hours with a signal installed in buildout conditions. An all-way stop control at the intersection can reduce overall delay at the intersection, however, it is still anticipated to operate at LOS F.

Recommendation: Collect new traffic counts to evaluate the need for a traffic signal and/or other mitigations after Buildout (2030) and realignment of Range Road.

Responsible Party: Range Creek Development / Adjacent Developments / City

Table 5. AM Peak Hour Intersection Capacity Analysis

Intersection	Type of Control	Approach	Delay (Sec/veh) LOS				
			Existing (2024)	Phase 1-2 (2027) Background	Phase 1-2 (2027)	Buildout Background (2030)	Buildout (2030)
Boss Range Rd & John Wiley Rd / Range Rd	TWSC	Eastbound					100+
							F
		Westbound	13.2	14.5	30.4	16.5	100+
			B	B	D	C	F
Range Road & Boss Range Rd	TWSC	Eastbound	10.2	10.5	58.6	10.8	
			B	B	F	B	
FM 407 & Timberbrook	TWSC	Northbound	0.0	0.0	0.0	0.0	22.6
			A	A	A	A	C
		Southbound	16.5	18.4	20.9	21.5	32.6
			C	C	C	C	D
Range Road & Drive 1	TWSC	Northbound			10.8		14.2
					B		B
Range Road & Drive 2 / Drive 3	TWSC	Northbound			8.8		10.4
					A		B
		Southbound			11.0		17.0
					B		C
Range Road & Drive 4	TWSC	Southbound			0.0		0.0
					A		A
Range Road & Timberbrook	Roundabout	Northbound					4.7
							A
		Southbound					3.4
							A
		Eastbound					0.0
							A
		Westbound					3.5
							A
		Overall					*4.1*
							A
Range Road & Drive 5 / Drive 6	TWSC	Northbound					9.3
							A
		Southbound					10.5
							B
Range Road & Drive 7 / Drive 8	TWSC	Northbound					8.7
							A
		Southbound					9.4
							A
Range Road & Drive 9	TWSC	Eastbound					8.8
							A
Range Road & Drive 10 / Drive 11	TWSC	Northbound					8.4
							A
		Southbound					8.8
							A
Timberbrook & Drive 12	TWSC	Eastbound					0.0
							A
Timberbrook & Drive 13	TWSC	Eastbound					0.0
							A
Timberbrook & Drive 14	TWSC	Eastbound					9.2
							A
Timberbrook & Drive 15 / Drive 16	TWSC	Eastbound					8.9
							A
		Westbound			8.7		9.1
					A		A
Timberbrook & Drive 17	TWSC	Westbound			8.6		9.3
					A		A

Table 6. PM Peak Hour Intersection Capacity Analysis

Intersection	Type of Control	Approach	Delay (Sec/veh) / LOS				
			Existing (2024)	Phase 1-2 (2027) Background	Phase 1-2 (2027)	Buildout Background (2030)	Buildout (2030)
Boss Range Rd & John Wiley Rd / Range Rd	TWSC	Eastbound					100+ / F
		Westbound	9.5 / A	9.7 / A	11.1 / B	9.9 / A	60.4 / F
Range Road & Boss Range Rd	TWSC	Eastbound	9.4 / A	9.5 / A	20.7 / C	9.7 / A	
FM 407 & Timberbrook	TWSC	Northbound	11.7 / B	12.2 / B	13.2 / B	12.9 / B	26.3 / D
		Southbound	15.8 / C	17.5 / C	21.9 / C	19.8 / C	37.2 / E
Range Road & Drive 1	TWSC	Northbound			9.6 / A		10.8 / B
Range Road & Drive 2 / Drive 3	TWSC	Northbound			8.6 / A		9.5 / A
		Southbound			13.4 / B		26.1 / D
Range Road & Drive 4	TWSC	Southbound			0.0 / A		0.0 / A
Range Road & Timberbrook	Roundabout	Northbound					4.2 / A
		Southbound					4.8 / A
		Eastbound					0.0 / A
		Westbound					4.3 / A
		Overall					*4.5* / *A*
Range Road & Drive 5 / Drive 6	TWSC	Northbound					8.9 / A
		Southbound					11.4 / B
Range Road & Drive 7 / Drive 8	TWSC	Northbound					8.6 / A
		Southbound					10.1 / B
Range Road & Drive 9	TWSC	Eastbound					8.9 / A
Range Road & Drive 10 / Drive 11	TWSC	Northbound					8.4 / A
		Southbound					8.9 / A
Timberbrook & Drive 12	TWSC	Eastbound					0.0 / A
Timberbrook & Drive 13	TWSC	Eastbound					0.0 / A
Timberbrook & Drive 14	TWSC	Eastbound					9.7 / A
Timberbrook & Drive 15 / Drive 16	TWSC	Eastbound					9.4 / A
		Westbound			8.8 / A		9.8 / A
Timberbrook & Drive 17	TWSC	Westbound			8.6 / A		9.6 / A

Table 7. Mitigated Intersection Capacity Analysis

Intersection	Type of Control	Approach	LOS Delay (Sec/veh)	
			MITIGATED Buildout (2030)	
			AM Peak	PM Peak
Boss Range Rd & John Wiley Rd / Range Rd	Signal	Eastbound	10.3	6.9
			B	A
		Westbound	11.6	8.4
			B	A
		Northbound	7.9	8.1
			A	A
		Southbound	10.2	8.5
			B	A
		Overall	*10.3*	*8.2*
			B	*A*

AUXILIARY LANE ANALYSIS

An auxiliary lane analysis was performed for prospective intersections to determine if the inclusion of left-turn and/or right-turn lanes will be warranted at the site drives.

LEFT-TURN LANE ANALYSIS

The need for left-turn lanes was evaluated using criteria established by the City of Justin's *Subdivision Regulations* on Page 9. Left-turn lanes are to be provided for all divided streets where median openings provide access to streets, alleys, or driveways.

Based on Range Creek site plan, all site driveways are anticipated to be constructed at median openings except for Drives 4, 12, and 13. Based on the City of Justin's requirements, the minimum length for a left-turn deceleration lane is 200 total feet, which includes 100 feet of storage and 100 feet of transition. Therefore, it is recommended to construct left-turn lanes in each direction at all site driveways except Drives 4, 12, and 13.

RIGHT-TURN LANE ANALYSIS

The need for right-turn lanes was evaluated using criteria established by the City of Justin's *Subdivision Regulations* on Page 9. Right-turn lanes are to be provided on all approaches of TxDOT, arterial, and collector streets. Also, they are required to commercial developments of 5 acres or more and based on a traffic impact analysis demonstrating adequate safety.

The Range Creek development is anticipated to construct the Minor Arterials sections as two-lane divided roadways. With the addition of left-turn lanes, Range Road and Timberbrook are anticipated to operate with sufficient capacity and minimal delay. Based on the City's requirements and acceptable operations, it is not recommended to install right-turn lanes at any of the site driveways. However, it is recommended to install left and right-turn lanes where each Minor Arterial connects to the existing City roadway network.

SIGHT DISTANCE ANALYSIS

Based on field observations and the proposed site plan, all proposed driveways (Drives 1-17) are anticipated to have adequate sight distance. All driveways should be designed to provide adequate sight distance (i.e. clear sight with no obstructing object, signs, landscaping, etc.).

ACCESS SPACING ANALYSIS

The driveways planned to serve the proposed development include the proposed Drives 1-17 along Range Road and Timberbrook. According to the City of Justin's *Subdivision Regulations* on Page 13-14, the following observations are made:

- The edge of the median opening is not less than 400 feet from the edge of an intersection with a collector or arterial thoroughfare.
- All the proposed site driveways are anticipated to provide adequate access spacing along Range Road and Timberbrook.

Access spacing is presented in **Exhibit 12**.

SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was completed based on criteria established in the Texas Manual on Uniform Traffic Control Devices (TXMUTCD) for the Boss Range Road & Wiley Road / Range Road intersection.

The Boss Range Road & Wiley Road / Range Road intersection is anticipated fall just below the volume thresholds to warrant a traffic signal through Buildout (2030) conditions. It is recommended to perform a full signal warrant analysis with new counts after Buildout. This will allow for the evaluation of the intersection including the realignment of Range Road as a four-leg intersection with future volumes.

Signal warrant analysis sheets are provided in the **Appendix**.

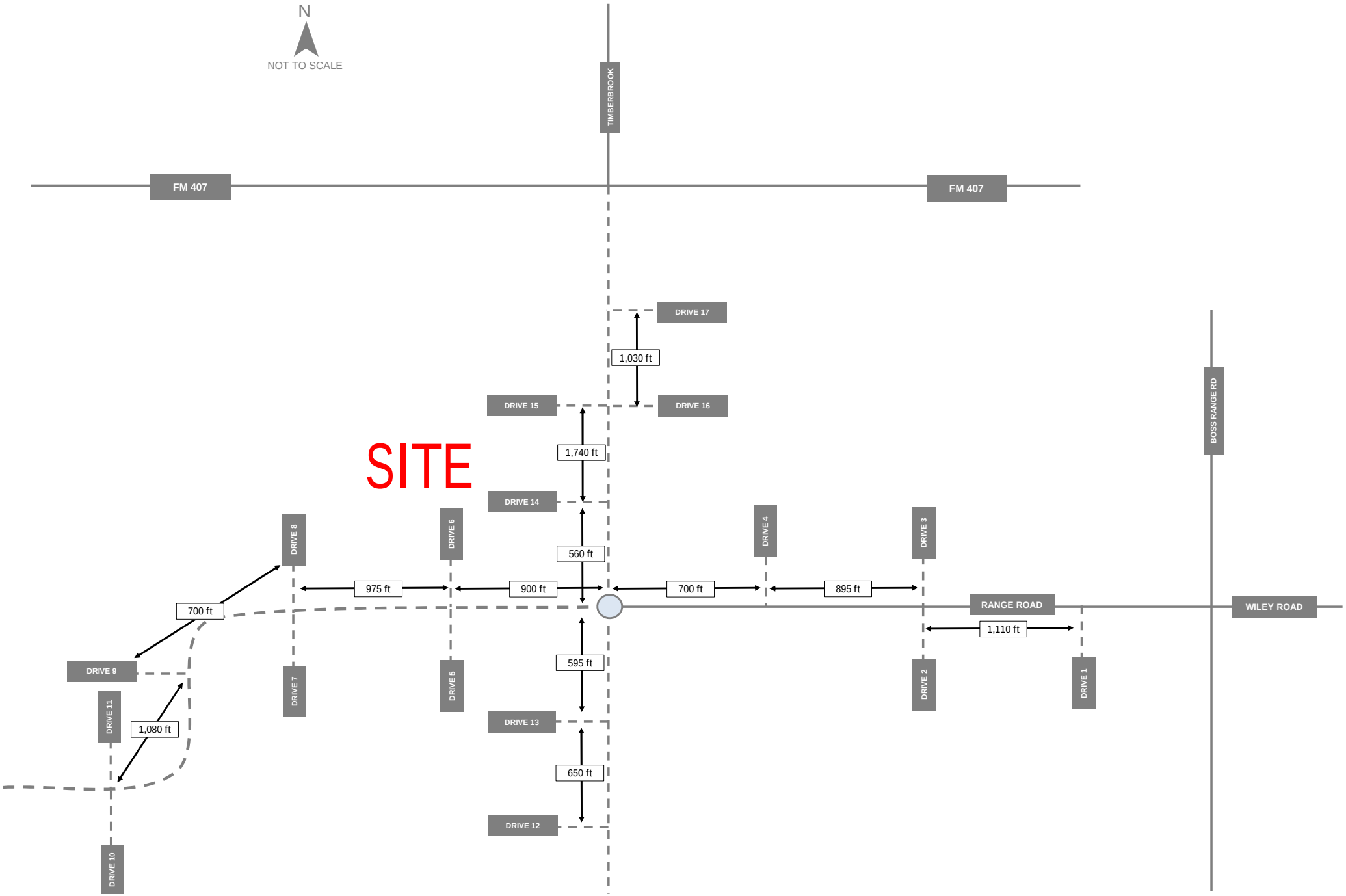


EXHIBIT 8

PHASE 1-2 (2027) BACKGROUND TRAFFIC VOLUMES

RANGE CREEK TIA

Kimley»Horn

CONCLUSIONS AND RECOMMENDATIONS

Based on the analyses performed, we offer the following conclusions and recommendations:

Intersection Capacity Analysis

Based on the intersection capacity analysis, all study area intersections are projected to operate at LOS D or better through the Horizon (2034) scenario except the following:

Boss Range Road & Wiley Road / Range Road

The eastbound and westbound approaches of the intersection are anticipated to operate at LOS F in both peak hours in Buildout (2030) conditions. Based on projected volumes, the intersection is projected to fall just below volume thresholds to warrant a traffic signal. Mitigated analyses were performed with all-way stop control and signalization. Based on the mitigated analyses, the intersection is anticipated to operate with ~75% less overall delay with all-way stop control, and at LOS B or better with a signal installed in buildout conditions.

Recommendations:

Step 1 – Consider implementing all-way stop control to lower overall delay beginning in Phase 3.

Step 2 - Collect new traffic counts to evaluate the need for a traffic signal and/or other mitigations after Buildout (2030) and realignment of Range Road.

Responsible Party: Range Creek Development / Adjacent Developments / City

Auxiliary Lane Analysis

Based on the auxiliary lane analysis of the development through Buildout (2030) conditions according to the City of Justin's *Subdivision Regulations*, the following observations are made:

- Left-turn lanes are to be provided for all divided streets where median openings provide access to streets, alleys, or driveways. Based on the Range Creek site plan, all site driveways are anticipated to be constructed at median openings except for Drives 4, 12, and 13. Based on the City of Justin's requirements, the minimum length for a left-turn deceleration lane is 200 total feet, which includes 100 feet of storage and 100 feet of transition. Therefore, it is recommended to construct left-turn lanes in each direction at all site driveways except Drives 4, 12, and 13.
- Right-turn lanes are to be provided on all approaches of TxDOT, arterial, and collector streets. Also, they are required for commercial developments of 5 acres or more and based on a traffic impact analysis demonstrating adequate safety. With the addition of left-turn lanes, Range Road and Timberbrook are anticipated to operate with sufficient capacity and minimal delay. Based on the City's requirements and acceptable operations, it is not recommended to install right-turn lanes at any of the site driveways. However, it is recommended to install left and right-turn lanes where each Minor Arterial connects to the existing City roadway network.

Sight Distance Analysis

Based on field observations and the proposed site plan, all proposed driveways (Drives 1-17) are anticipated to have adequate sight distance. All driveways should be designed to provide adequate sight distance (i.e. clear sight with no obstructing object, signs, landscaping, etc.).

Access Spacing Analysis

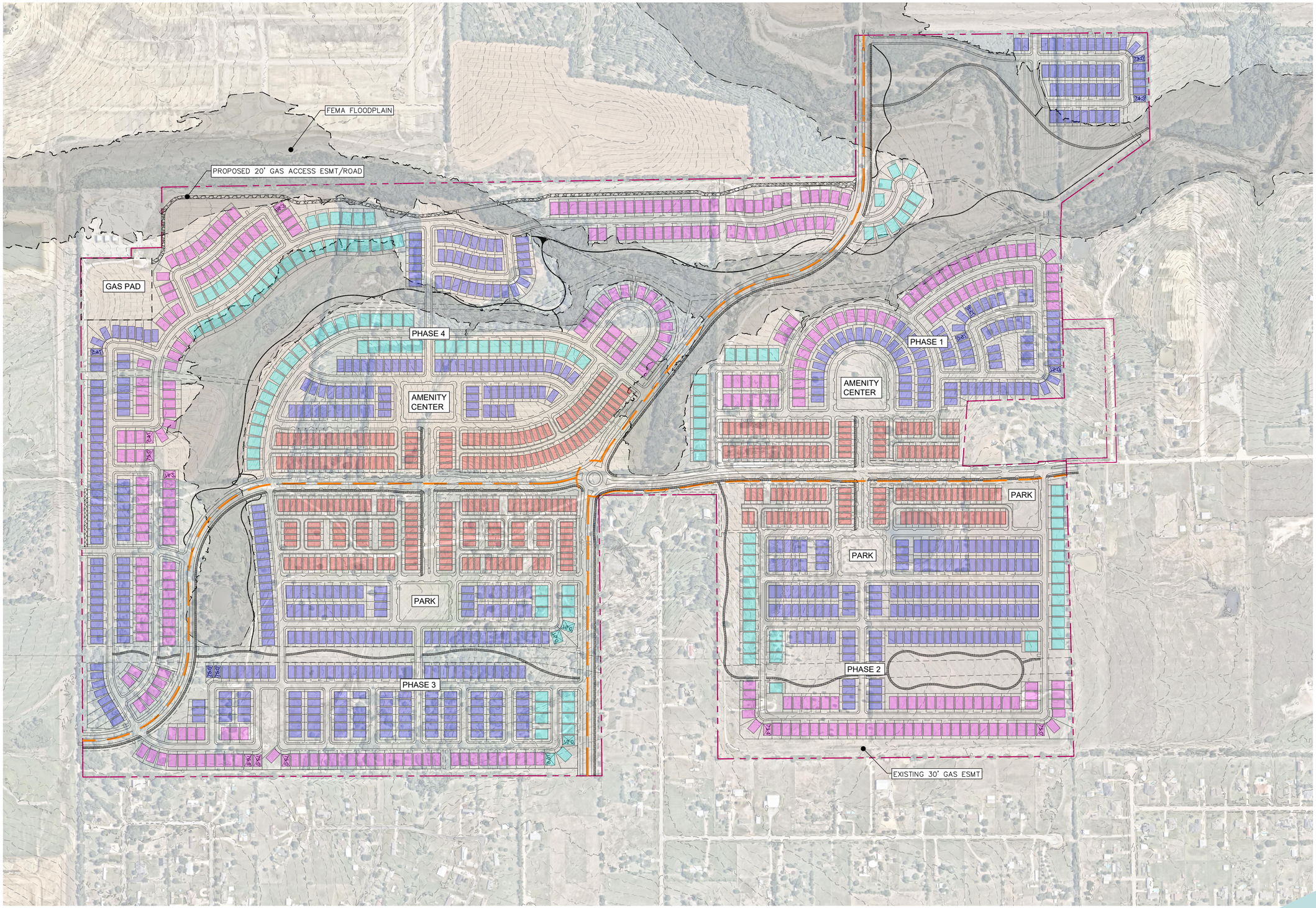
The driveways planned to serve the proposed development include the proposed Drives 1-17 along Range Road and Timberbrook. According to the City of Justin's *Subdivision Regulations* on Page 13-14, the following observations are made:

- The edge of the median opening is not less than 400 feet from the edge of an intersection with a collector or arterial thoroughfare.
- All the proposed site driveways are anticipated to provide adequate access spacing along Range Road and Timberbrook.

APPENDIX

1. Conceptual Site Plan
2. Existing Raw Traffic Counts
3. Existing (2024) Traffic Analysis
4. Phase 1-2 (2027) Background Traffic Analysis
5. Phase 1-2 (2027) Traffic Analysis
6. Buildout (2030) Background Traffic Analysis
7. Buildout (2030) Traffic Analysis
8. Mitigated Traffic Analysis
9. Signal Warrant Analysis

CONCEPTUAL SITE PLAN



GRAPHIC SCALE IN FEET
0 150 300 600
1"=300' @ 22x34

Phase 1 Lot Type Summary	Lots	Percentages
40'x120'	65	22.6%
50'x120'	135	47.0%
60'x120'	64	22.3%
70'x120'	23	8.0%
Overall Total	**287**	**100.0%**

Phase 2 Lot Type Summary	Lots	Percentages
40'x120'	70	21.9%
50'x120'	153	48.0%
60'x120'	63	19.7%
70'x120'	33	10.3%
Overall Total	**319**	**100.0%**

Phase 3 Lot Type Summary	Lots	Percentages
40'x120'	130	32.3%
50'x120'	206	51.1%
60'x120'	48	11.9%
70'x120'	19	4.7%
Overall Total	**403**	**100.0%**

Phase 4 Lot Type Summary	Lots	Percentages
40'x120'	105	19.5%
50'x120'	186	34.6%
60'x120'	169	31.4%
70'x120'	78	14.5%
Overall Total	**538**	**100.0%**

Overall Lot Type Summary	Lots	Percentages
40'x120'	370	23.9%
50'x120'	680	44.0%
60'x120'	344	22.2%
70'x120'	153	9.9%
Overall Total	**1547**	**100.0%**

NOTES:
1. THIS PLAN IS CONCEPTUAL IN NATURE AND MAY HAVE BEEN PRODUCED WITHOUT THE BENEFIT OF A SURVEY OR CONTACT WITH THE CITY, COUNTY, ETC.
2. FLOOD PLAIN SHOWN IS SUBJECT TO CHANGE BASED ON A MORE DETAILED FULLY DEVELOPED FLOOD STUDY ANALYSIS.
3. AERIAL IMAGE BY NEARMAP, COPYRIGHT 2025.

CONCEPT PLAN

Cuesta

Justin, Texas

Kimley»Horn
400 North Oklahoma Drive, Suite 105
Celina, TX 75009
P 469-501-2200
State of Texas Registration No. F-928

March 2025

DWG NAME K:\CEL_CIVIL\061179360 - MERITAGE - CUESTA\CAD\PRELIMINARY\EXHIBITS\CONCEPT PLAN_20250306.DWG
LAST SAVED 3/6/2025 12:22 PM, BY: LESNANSKY, MCKENZIE

EXISTING RAW TRAFFIC COUNTS

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968 nick@gramntx.com

Count Name: 1. RANGE RD @ BOSS RANGE RD
Site Code:
Start Date: 10/30/2024

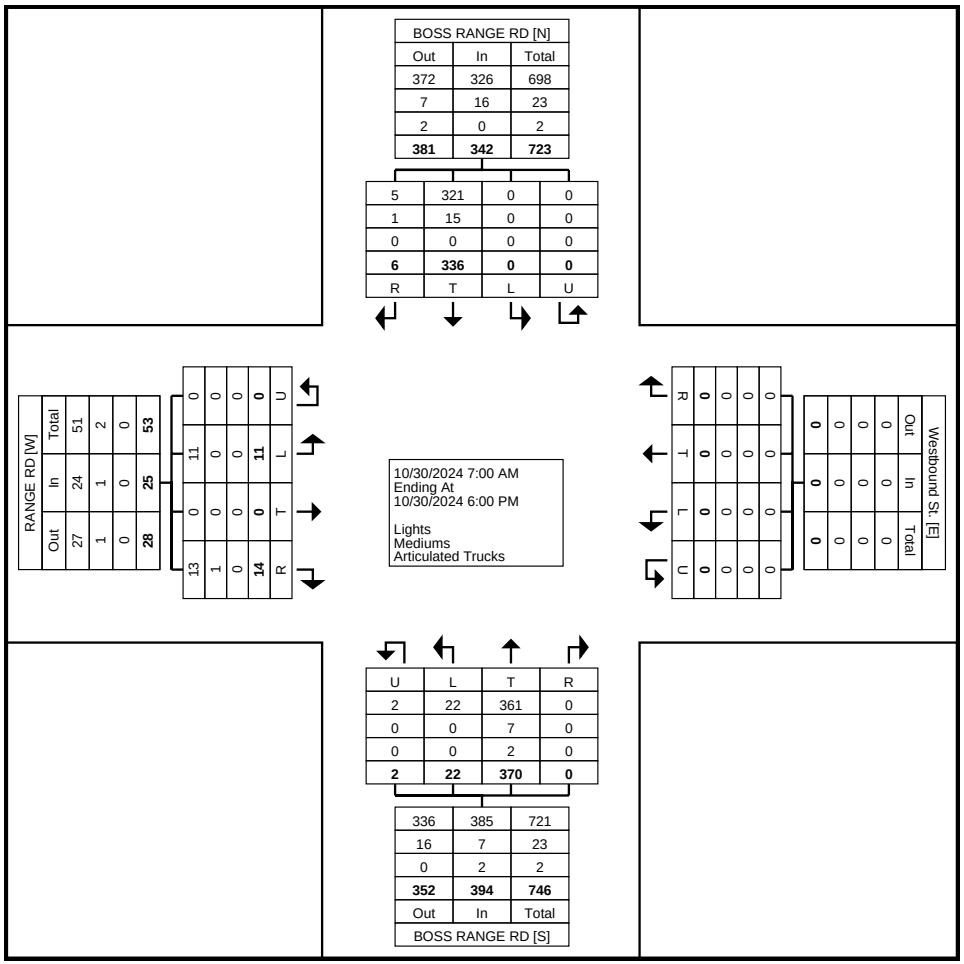
Turning Movement Data

Start Time	BOSS RANGE RD Southbound					Westbound St. Westbound					BOSS RANGE RD Northbound					RANGE RD Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	0	12	0	0	12	0	0	0	0	0	1	25	0	2	28	0	0	1	0	1	41
7:15 AM	0	40	0	0	40	0	0	0	0	0	1	40	0	0	41	1	0	0	0	1	82
7:30 AM	0	62	1	0	63	0	0	0	0	0	0	38	0	0	38	1	0	2	0	3	104
7:45 AM	0	15	0	0	15	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	30
Hourly Total	0	129	1	0	130	0	0	0	0	0	2	117	0	2	121	3	0	3	0	6	257
8:00 AM	0	11	0	0	11	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	27
8:15 AM	0	9	0	0	9	0	0	0	0	0	2	18	0	0	20	0	0	3	0	3	32
8:30 AM	0	8	1	0	9	0	0	0	0	0	2	19	0	0	21	0	0	1	0	1	31
8:45 AM	0	11	1	0	12	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	23
Hourly Total	0	39	2	0	41	0	0	0	0	0	6	62	0	0	68	0	0	4	0	4	113
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	21	1	0	22	0	0	0	0	0	1	24	0	0	25	2	0	2	0	4	51
4:15 PM	0	24	1	0	25	0	0	0	0	0	2	28	0	0	30	2	0	2	0	4	59
4:30 PM	0	17	0	0	17	0	0	0	0	0	2	32	0	0	34	1	0	0	0	1	52
4:45 PM	0	11	1	0	12	0	0	0	0	0	2	15	0	0	17	0	0	1	0	1	30
Hourly Total	0	73	3	0	76	0	0	0	0	0	7	99	0	0	106	5	0	5	0	10	192
5:00 PM	0	24	0	0	24	0	0	0	0	0	2	23	0	0	25	0	0	1	0	1	50
5:15 PM	0	29	0	0	29	0	0	0	0	0	3	16	0	0	19	1	0	1	0	2	50
5:30 PM	0	21	0	0	21	0	0	0	0	0	1	21	0	0	22	1	0	0	0	1	44
5:45 PM	0	21	0	0	21	0	0	0	0	0	1	32	0	0	33	1	0	0	0	1	55
Hourly Total	0	95	0	0	95	0	0	0	0	0	7	92	0	0	99	3	0	2	0	5	199
Grand Total	0	336	6	0	342	0	0	0	0	0	22	370	0	2	394	11	0	14	0	25	761
Approach %	0.0	98.2	1.8	0.0	-	0.0	0.0	0.0	0.0	-	5.6	93.9	0.0	0.5	-	44.0	0.0	56.0	0.0	-	-
Total %	0.0	44.2	0.8	0.0	44.9	0.0	0.0	0.0	0.0	0.0	2.9	48.6	0.0	0.3	51.8	1.4	0.0	1.8	0.0	3.3	-
Lights	0	321	5	0	326	0	0	0	0	0	22	361	0	2	385	11	0	13	0	24	735
% Lights	-	95.5	83.3	-	95.3	-	-	-	-	-	100.0	97.6	-	100.0	97.7	100.0	-	92.9	-	96.0	96.6
Mediums	0	15	1	0	16	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	24
% Mediums	-	4.5	16.7	-	4.7	-	-	-	-	-	0.0	1.9	-	0.0	1.8	0.0	-	7.1	-	4.0	3.2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.5	-	0.0	0.5	0.0	-	0.0	-	0.0	0.3

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

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Count Name: 1. RANGE RD @ BOSS RANGE RD
Site Code:
Start Date: 10/30/2024



Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968 nick@gramntx.com

Count Name: 1. RANGE RD @ BOSS RANGE RD
Site Code:
Start Date: 10/30/2024

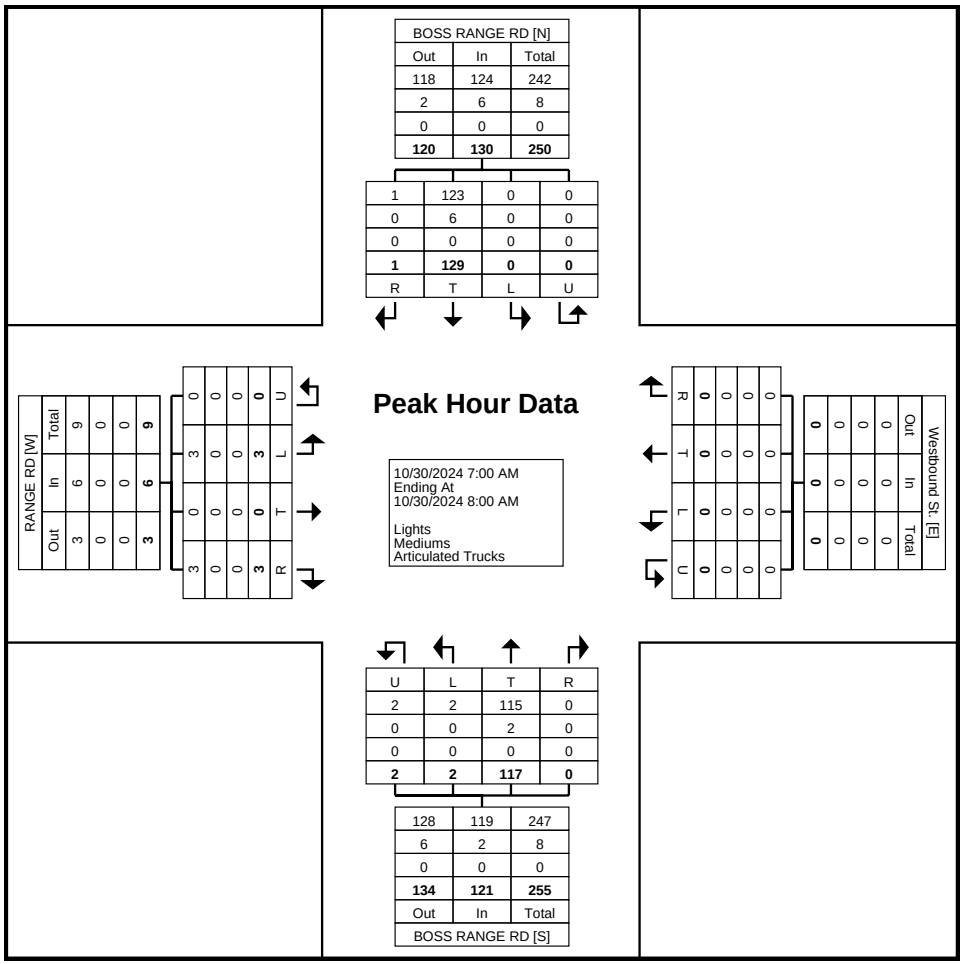
Turning Movement Peak Hour Data (7:00 AM)

Start Time	BOSS RANGE RD Southbound					Westbound St. Westbound					BOSS RANGE RD Northbound					RANGE RD Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	0	12	0	0	12	0	0	0	0	0	1	25	0	2	28	0	0	1	0	1	41
7:15 AM	0	40	0	0	40	0	0	0	0	0	1	40	0	0	41	1	0	0	0	1	82
7:30 AM	0	62	1	0	63	0	0	0	0	0	0	38	0	0	38	1	0	2	0	3	104
7:45 AM	0	15	0	0	15	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	30
Total	0	129	1	0	130	0	0	0	0	0	2	117	0	2	121	3	0	3	0	6	257
Approach %	0.0	99.2	0.8	0.0	-	0.0	0.0	0.0	0.0	-	1.7	96.7	0.0	1.7	-	50.0	0.0	50.0	0.0	-	-
Total %	0.0	50.2	0.4	0.0	50.6	0.0	0.0	0.0	0.0	0.0	0.8	45.5	0.0	0.8	47.1	1.2	0.0	1.2	0.0	2.3	-
PHF	0.000	0.520	0.250	0.000	0.516	0.000	0.000	0.000	0.000	0.000	0.500	0.731	0.000	0.250	0.738	0.750	0.000	0.375	0.000	0.500	0.618
Lights	0	123	1	0	124	0	0	0	0	0	2	115	0	2	119	3	0	3	0	6	249
% Lights	-	95.3	100.0	-	95.4	-	-	-	-	-	100.0	98.3	-	100.0	98.3	100.0	-	100.0	-	100.0	96.9
Mediums	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
% Mediums	-	4.7	0.0	-	4.6	-	-	-	-	-	0.0	1.7	-	0.0	1.7	0.0	-	0.0	-	0.0	3.1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968 nick@gramntx.com

Count Name: 1. RANGE RD @ BOSS RANGE RD
Site Code:
Start Date: 10/30/2024



Turning Movement Peak Hour Data Plot (7:00 AM)

GRAM Traffic NTX Inc.
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Arlington, Texas, United States 76013
817.265.8968 nick@gramntx.com

Count Name: 1. RANGE RD @ BOSS RANGE RD
Site Code:
Start Date: 10/30/2024

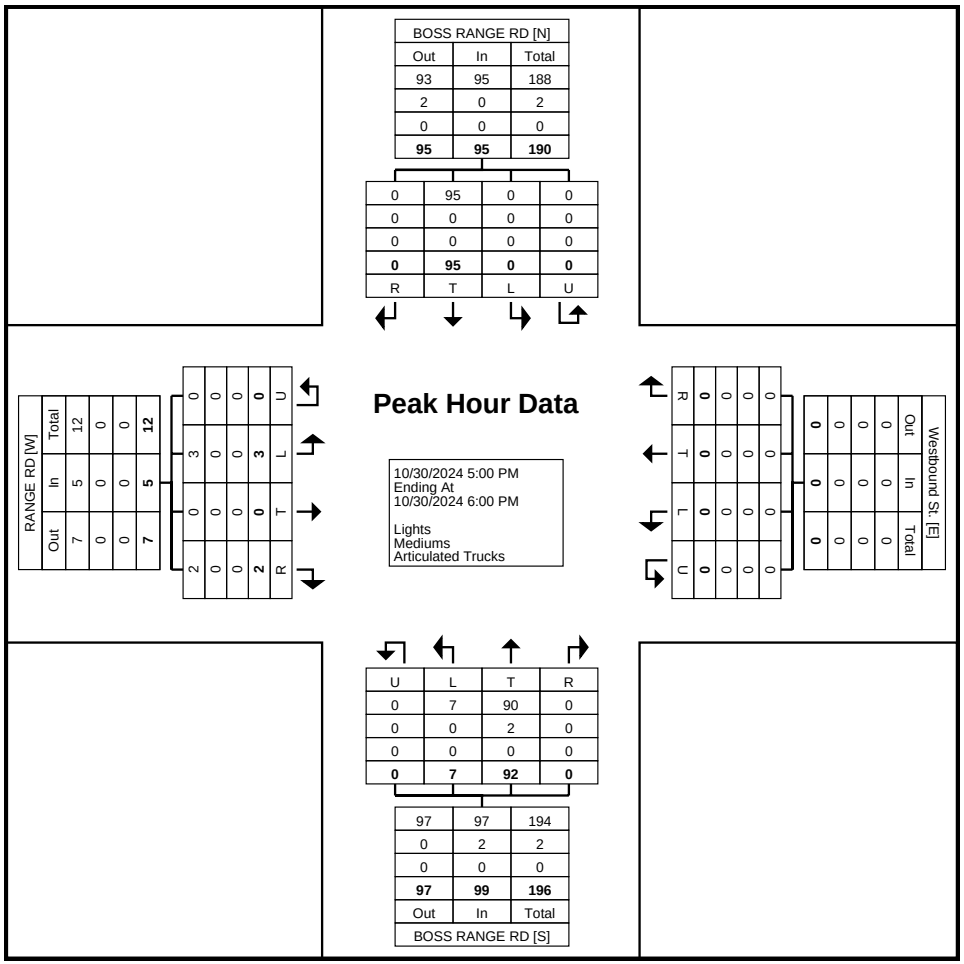
Turning Movement Peak Hour Data (5:00 PM)

Start Time	BOSS RANGE RD Southbound					Westbound St. Westbound					BOSS RANGE RD Northbound					RANGE RD Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	0	24	0	0	24	0	0	0	0	0	2	23	0	0	25	0	0	1	0	1	50
5:15 PM	0	29	0	0	29	0	0	0	0	0	3	16	0	0	19	1	0	1	0	2	50
5:30 PM	0	21	0	0	21	0	0	0	0	0	1	21	0	0	22	1	0	0	0	1	44
5:45 PM	0	21	0	0	21	0	0	0	0	0	1	32	0	0	33	1	0	0	0	1	55
Total	0	95	0	0	95	0	0	0	0	0	7	92	0	0	99	3	0	2	0	5	199
Approach %	0.0	100.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	7.1	92.9	0.0	0.0	-	60.0	0.0	40.0	0.0	-	-
Total %	0.0	47.7	0.0	0.0	47.7	0.0	0.0	0.0	0.0	0.0	3.5	46.2	0.0	0.0	49.7	1.5	0.0	1.0	0.0	2.5	-
PHF	0.000	0.819	0.000	0.000	0.819	0.000	0.000	0.000	0.000	0.000	0.583	0.719	0.000	0.000	0.750	0.750	0.000	0.500	0.000	0.625	0.905
Lights	0	95	0	0	95	0	0	0	0	0	7	90	0	0	97	3	0	2	0	5	197
% Lights	-	100.0	-	-	100.0	-	-	-	-	-	100.0	97.8	-	-	98.0	100.0	-	100.0	-	100.0	99.0
Mediums	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Mediums	-	0.0	-	-	0.0	-	-	-	-	-	0.0	2.2	-	-	2.0	0.0	-	0.0	-	0.0	1.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	0.0	-	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 1. RANGE RD @ BOSS RANGE RD
Site Code:
Start Date: 10/30/2024



Turning Movement Peak Hour Data Plot (5:00 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 2. BOSS RANGE RD @ JOHN WILEY RD
Site Code:
Start Date: 10/30/2024

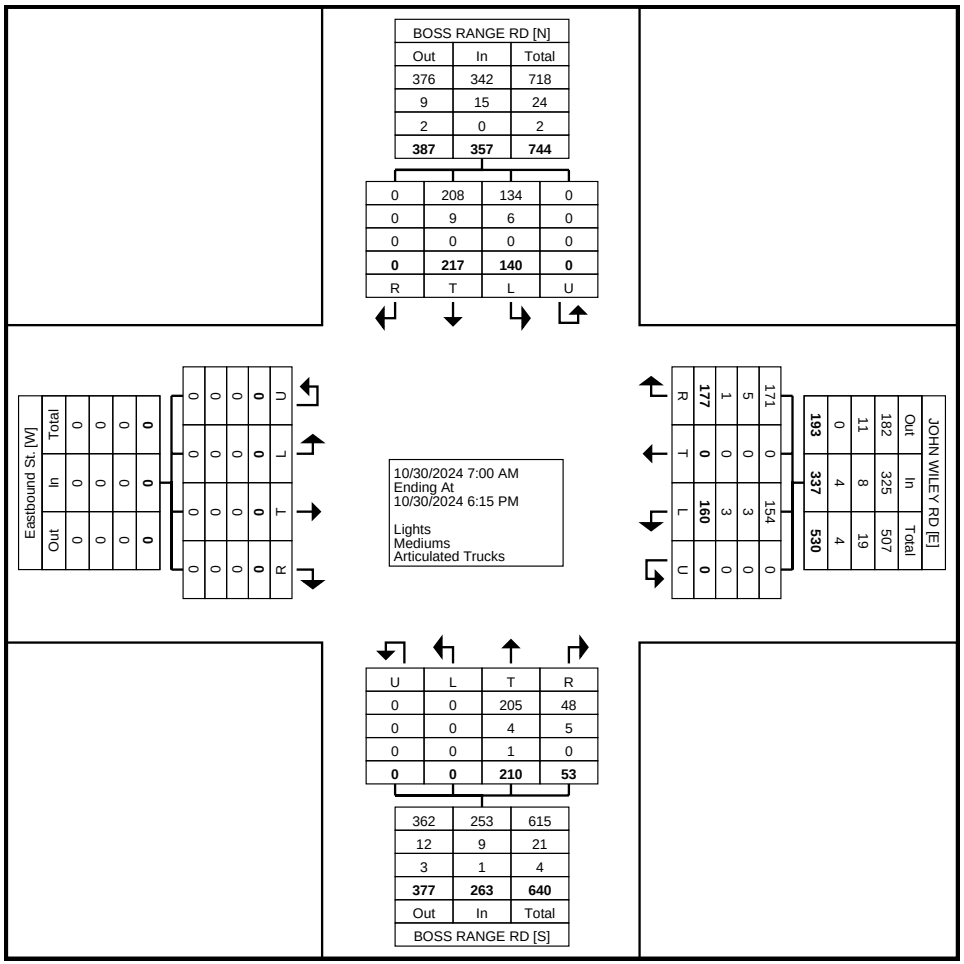
Turning Movement Data

Start Time	BOSS RANGE RD Southbound					JOHN WILEY RD Westbound					BOSS RANGE RD Northbound					Eastbound St. Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	2	15	0	0	17	86	0	17	0	103	0	12	3	0	15	0	0	0	0	0	135
7:15 AM	21	20	0	0	41	7	0	20	0	27	0	22	5	0	27	0	0	0	0	0	95
7:30 AM	41	22	0	0	63	0	0	17	0	17	0	18	3	0	21	0	0	0	0	0	101
7:45 AM	8	6	0	0	14	1	0	4	0	5	0	9	6	0	15	0	0	0	0	0	34
Hourly Total	72	63	0	0	135	94	0	58	0	152	0	61	17	0	78	0	0	0	0	0	365
8:00 AM	6	6	0	0	12	3	0	4	0	7	0	11	4	0	15	0	0	0	0	0	34
8:15 AM	4	7	0	0	11	2	0	8	0	10	0	8	1	0	9	0	0	0	0	0	30
8:30 AM	2	7	0	0	9	1	0	7	0	8	0	12	2	0	14	0	0	0	0	0	31
8:45 AM	4	8	0	0	12	3	0	4	0	7	0	7	1	0	8	0	0	0	0	0	27
Hourly Total	16	28	0	0	44	9	0	23	0	32	0	38	8	0	46	0	0	0	0	0	122
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	5	19	0	0	24	5	0	12	0	17	0	16	5	0	21	0	0	0	0	0	62
4:15 PM	11	14	0	0	25	8	0	13	0	21	0	16	1	0	17	0	0	0	0	0	63
4:30 PM	8	9	0	0	17	6	0	17	0	23	0	17	5	0	22	0	0	0	0	0	62
4:45 PM	4	10	0	0	14	8	0	7	0	15	0	8	1	0	9	0	0	0	0	0	38
Hourly Total	28	52	0	0	80	27	0	49	0	76	0	57	12	0	69	0	0	0	0	0	225
5:00 PM	4	23	0	0	27	8	0	12	0	20	0	15	3	0	18	0	0	0	0	0	65
5:15 PM	9	18	0	0	27	4	0	10	0	14	0	9	4	0	13	0	0	0	0	0	54
5:30 PM	5	16	0	0	21	8	0	10	0	18	0	10	5	0	15	0	0	0	0	0	54
5:45 PM	6	17	0	0	23	10	0	15	0	25	0	20	4	0	24	0	0	0	0	0	72
Hourly Total	24	74	0	0	98	30	0	47	0	77	0	54	16	0	70	0	0	0	0	0	245
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	140	217	0	0	357	160	0	177	0	337	0	210	53	0	263	0	0	0	0	0	957
Approach %	39.2	60.8	0.0	0.0	-	47.5	0.0	52.5	0.0	-	0.0	79.8	20.2	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	14.6	22.7	0.0	0.0	37.3	16.7	0.0	18.5	0.0	35.2	0.0	21.9	5.5	0.0	27.5	0.0	0.0	0.0	0.0	0.0	-
Lights	134	208	0	0	342	154	0	171	0	325	0	205	48	0	253	0	0	0	0	0	920
% Lights	95.7	95.9	-	-	95.8	96.3	-	96.6	-	96.4	-	97.6	90.6	-	96.2	-	-	-	-	-	96.1
Mediums	6	9	0	0	15	3	0	5	0	8	0	4	5	0	9	0	0	0	0	0	32
% Mediums	4.3	4.1	-	-	4.2	1.9	-	2.8	-	2.4	-	1.9	9.4	-	3.4	-	-	-	-	-	3.3
Articulated Trucks	0	0	0	0	0	3	0	1	0	4	0	1	0	0	1	0	0	0	0	0	5
% Articulated Trucks	0.0	0.0	-	-	0.0	1.9	-	0.6	-	1.2	-	0.5	0.0	-	0.4	-	-	-	-	-	0.5

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 2. BOSS RANGE RD @ JOHN WILEY RD
Site Code:
Start Date: 10/30/2024



Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968 nick@gramntx.com

Count Name: 2. BOSS RANGE RD @ JOHN WILEY RD
Site Code:
Start Date: 10/30/2024

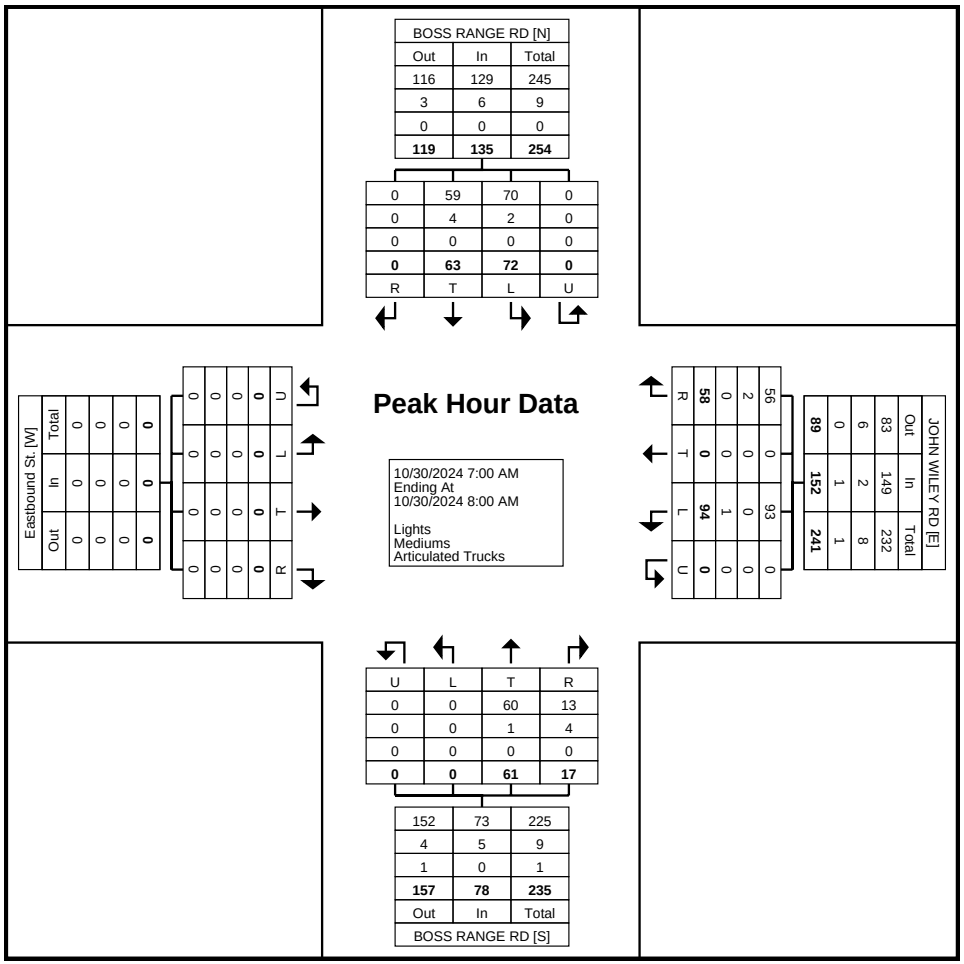
Turning Movement Peak Hour Data (7:00 AM)

Start Time	BOSS RANGE RD Southbound					JOHN WILEY RD Westbound					BOSS RANGE RD Northbound					Eastbound St. Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	2	15	0	0	17	86	0	17	0	103	0	12	3	0	15	0	0	0	0	0	135
7:15 AM	21	20	0	0	41	7	0	20	0	27	0	22	5	0	27	0	0	0	0	0	95
7:30 AM	41	22	0	0	63	0	0	17	0	17	0	18	3	0	21	0	0	0	0	0	101
7:45 AM	8	6	0	0	14	1	0	4	0	5	0	9	6	0	15	0	0	0	0	0	34
Total	72	63	0	0	135	94	0	58	0	152	0	61	17	0	78	0	0	0	0	0	365
Approach %	53.3	46.7	0.0	0.0	-	61.8	0.0	38.2	0.0	-	0.0	78.2	21.8	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	19.7	17.3	0.0	0.0	37.0	25.8	0.0	15.9	0.0	41.6	0.0	16.7	4.7	0.0	21.4	0.0	0.0	0.0	0.0	0.0	-
PHF	0.439	0.716	0.000	0.000	0.536	0.273	0.000	0.725	0.000	0.369	0.000	0.693	0.708	0.000	0.722	0.000	0.000	0.000	0.000	0.000	0.676
Lights	70	59	0	0	129	93	0	56	0	149	0	60	13	0	73	0	0	0	0	0	351
% Lights	97.2	93.7	-	-	95.6	98.9	-	96.6	-	98.0	-	98.4	76.5	-	93.6	-	-	-	-	-	96.2
Mediums	2	4	0	0	6	0	0	2	0	2	0	1	4	0	5	0	0	0	0	0	13
% Mediums	2.8	6.3	-	-	4.4	0.0	-	3.4	-	1.3	-	1.6	23.5	-	6.4	-	-	-	-	-	3.6
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0.0	0.0	-	-	0.0	1.1	-	0.0	-	0.7	-	0.0	0.0	-	0.0	-	-	-	-	-	0.3

GRAM Traffic NTX Inc.
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Count Name: 2. BOSS RANGE RD @ JOHN WILEY RD
Site Code:
Start Date: 10/30/2024



Turning Movement Peak Hour Data Plot (7:00 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 2. BOSS RANGE RD @ JOHN WILEY RD
Site Code:
Start Date: 10/30/2024

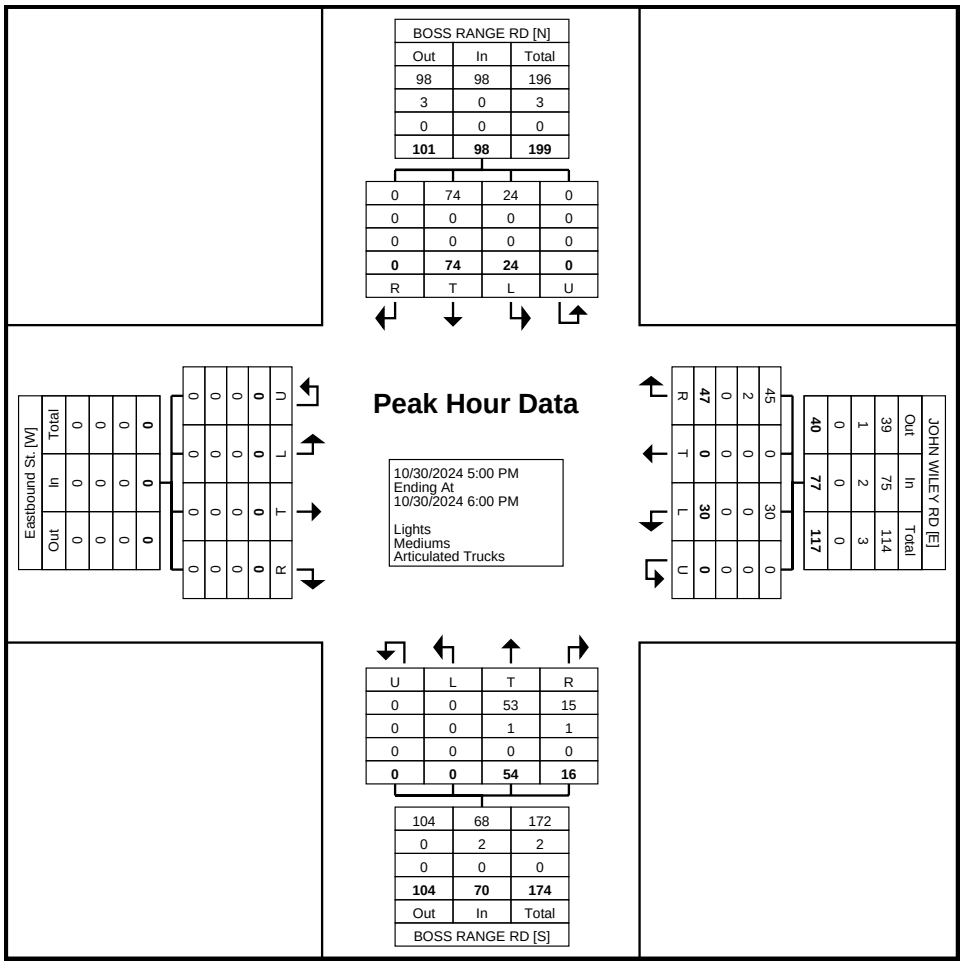
Turning Movement Peak Hour Data (5:00 PM)

Start Time	BOSS RANGE RD Southbound					JOHN WILEY RD Westbound					BOSS RANGE RD Northbound					Eastbound St. Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	4	23	0	0	27	8	0	12	0	20	0	15	3	0	18	0	0	0	0	0	65
5:15 PM	9	18	0	0	27	4	0	10	0	14	0	9	4	0	13	0	0	0	0	0	54
5:30 PM	5	16	0	0	21	8	0	10	0	18	0	10	5	0	15	0	0	0	0	0	54
5:45 PM	6	17	0	0	23	10	0	15	0	25	0	20	4	0	24	0	0	0	0	0	72
Total	24	74	0	0	98	30	0	47	0	77	0	54	16	0	70	0	0	0	0	0	245
Approach %	24.5	75.5	0.0	0.0	-	39.0	0.0	61.0	0.0	-	0.0	77.1	22.9	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	9.8	30.2	0.0	0.0	40.0	12.2	0.0	19.2	0.0	31.4	0.0	22.0	6.5	0.0	28.6	0.0	0.0	0.0	0.0	0.0	-
PHF	0.667	0.804	0.000	0.000	0.907	0.750	0.000	0.783	0.000	0.770	0.000	0.675	0.800	0.000	0.729	0.000	0.000	0.000	0.000	0.000	0.851
Lights	24	74	0	0	98	30	0	45	0	75	0	53	15	0	68	0	0	0	0	0	241
% Lights	100.0	100.0	-	-	100.0	100.0	-	95.7	-	97.4	-	98.1	93.8	-	97.1	-	-	-	-	-	98.4
Mediums	0	0	0	0	0	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	4
% Mediums	0.0	0.0	-	-	0.0	0.0	-	4.3	-	2.6	-	1.9	6.3	-	2.9	-	-	-	-	-	1.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

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Count Name: 2. BOSS RANGE RD @ JOHN WILEY RD
Site Code:
Start Date: 10/30/2024



Turning Movement Peak Hour Data Plot (5:00 PM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 3. FM 407 @ TIMBERBROOK
Site Code:
Start Date: 10/30/2024

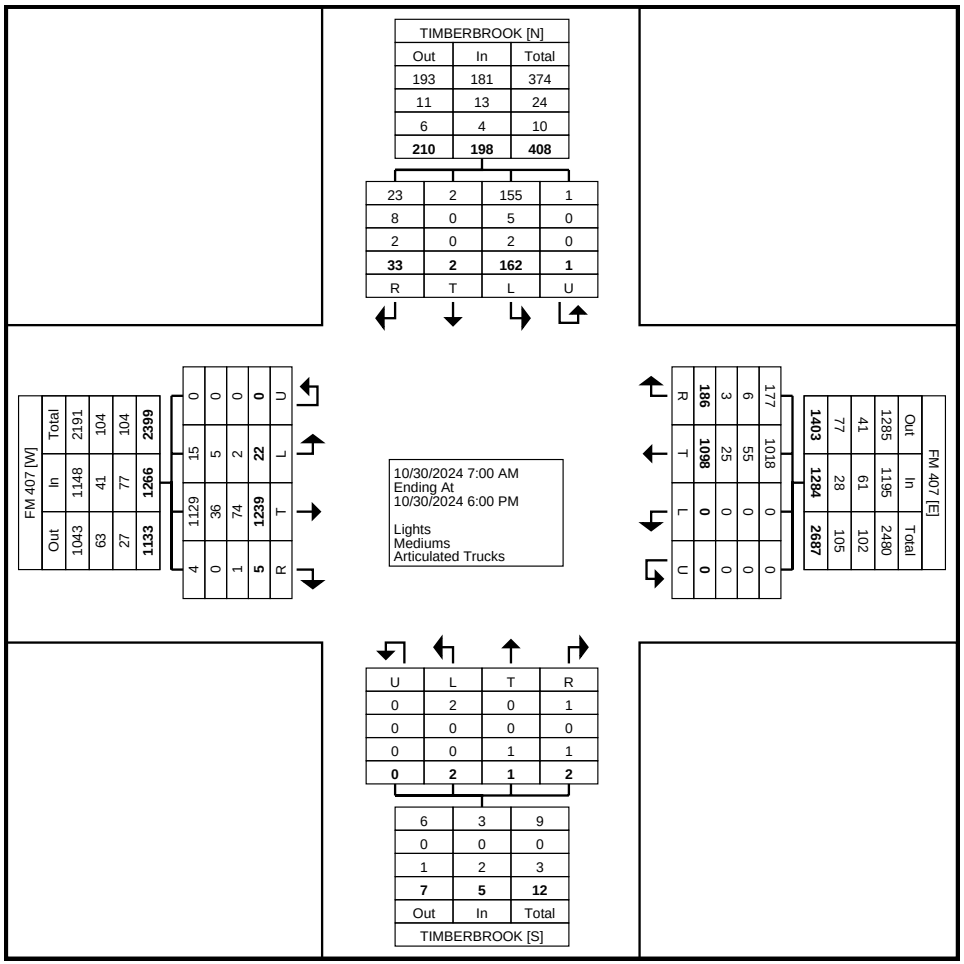
Turning Movement Data

Start Time	TIMBERBROOK Southbound					FM 407 Westbound					TIMBERBROOK Northbound					FM 407 Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	4	0	3	1	8	0	32	10	0	42	0	0	0	0	0	2	112	0	0	114	164
7:15 AM	19	0	0	0	19	0	35	14	0	49	0	0	0	0	0	5	137	0	0	142	210
7:30 AM	19	0	2	0	21	0	44	27	0	71	0	0	0	0	0	0	109	2	0	111	203
7:45 AM	6	0	3	0	9	0	36	13	0	49	0	0	0	0	0	4	126	0	0	130	188
Hourly Total	48	0	8	1	57	0	147	64	0	211	0	0	0	0	0	11	484	2	0	497	765
8:00 AM	6	0	1	0	7	0	28	14	0	42	0	0	0	0	0	1	128	0	0	129	178
8:15 AM	9	0	3	0	12	0	33	6	0	39	0	0	0	0	0	1	78	2	0	81	132
8:30 AM	11	0	1	0	12	0	32	10	0	42	1	0	0	0	1	1	77	0	0	78	133
8:45 AM	9	1	2	0	12	0	34	13	0	47	0	0	0	0	0	3	62	0	0	65	124
Hourly Total	35	1	7	0	43	0	127	43	0	170	1	0	0	0	1	6	345	2	0	353	567
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	13	0	3	0	16	0	91	6	0	97	1	0	0	0	1	0	50	1	0	51	165
4:15 PM	7	0	2	0	9	0	106	15	0	121	0	0	0	0	0	0	46	0	0	46	176
4:30 PM	7	0	2	0	9	0	122	16	0	138	0	0	0	0	0	0	61	0	0	61	208
4:45 PM	15	1	0	0	16	0	104	8	0	112	0	0	1	0	1	1	41	0	0	42	171
Hourly Total	42	1	7	0	50	0	423	45	0	468	1	0	1	0	2	1	198	1	0	200	720
5:00 PM	9	0	5	0	14	0	96	8	0	104	0	1	0	0	1	1	53	0	0	54	173
5:15 PM	5	0	4	0	9	0	101	10	0	111	0	0	1	0	1	1	55	0	0	56	177
5:30 PM	17	0	2	0	19	0	97	5	0	102	0	0	0	0	0	2	51	0	0	53	174
5:45 PM	6	0	0	0	6	0	107	11	0	118	0	0	0	0	0	0	53	0	0	53	177
Hourly Total	37	0	11	0	48	0	401	34	0	435	0	1	1	0	2	4	212	0	0	216	701
Grand Total	162	2	33	1	198	0	1098	186	0	1284	2	1	2	0	5	22	1239	5	0	1266	2753
Approach %	81.8	1.0	16.7	0.5	-	0.0	85.5	14.5	0.0	-	40.0	20.0	40.0	0.0	-	1.7	97.9	0.4	0.0	-	-
Total %	5.9	0.1	1.2	0.0	7.2	0.0	39.9	6.8	0.0	46.6	0.1	0.0	0.1	0.0	0.2	0.8	45.0	0.2	0.0	46.0	-
Lights	155	2	23	1	181	0	1018	177	0	1195	2	0	1	0	3	15	1129	4	0	1148	2527
% Lights	95.7	100.0	69.7	100.0	91.4	-	92.7	95.2	-	93.1	100.0	0.0	50.0	-	60.0	68.2	91.1	80.0	-	90.7	91.8
Mediums	5	0	8	0	13	0	55	6	0	61	0	0	0	0	0	5	36	0	0	41	115
% Mediums	3.1	0.0	24.2	0.0	6.6	-	5.0	3.2	-	4.8	0.0	0.0	0.0	-	0.0	22.7	2.9	0.0	-	3.2	4.2
Articulated Trucks	2	0	2	0	4	0	25	3	0	28	0	1	1	0	2	2	74	1	0	77	111
% Articulated Trucks	1.2	0.0	6.1	0.0	2.0	-	2.3	1.6	-	2.2	0.0	100.0	50.0	-	40.0	9.1	6.0	20.0	-	6.1	4.0

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Turning Movement Data Plot

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Count Name: 3. FM 407 @ TIMBERBROOK
Site Code:
Start Date: 10/30/2024

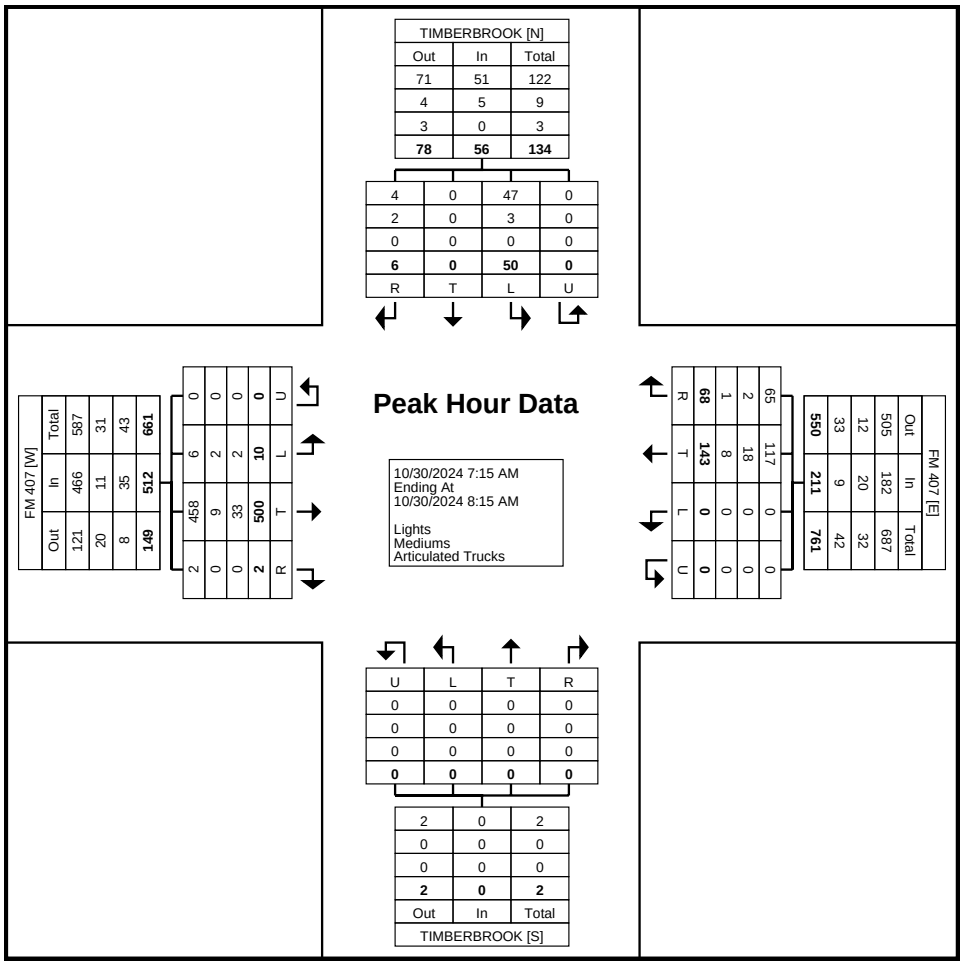
Turning Movement Peak Hour Data (7:15 AM)

Start Time	TIMBERBROOK Southbound					FM 407 Westbound					TIMBERBROOK Northbound					FM 407 Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	19	0	0	0	19	0	35	14	0	49	0	0	0	0	0	5	137	0	0	142	210
7:30 AM	19	0	2	0	21	0	44	27	0	71	0	0	0	0	0	0	109	2	0	111	203
7:45 AM	6	0	3	0	9	0	36	13	0	49	0	0	0	0	0	4	126	0	0	130	188
8:00 AM	6	0	1	0	7	0	28	14	0	42	0	0	0	0	0	1	128	0	0	129	178
Total	50	0	6	0	56	0	143	68	0	211	0	0	0	0	0	10	500	2	0	512	779
Approach %	89.3	0.0	10.7	0.0	-	0.0	67.8	32.2	0.0	-	0.0	0.0	0.0	0.0	-	2.0	97.7	0.4	0.0	-	-
Total %	6.4	0.0	0.8	0.0	7.2	0.0	18.4	8.7	0.0	27.1	0.0	0.0	0.0	0.0	0.0	1.3	64.2	0.3	0.0	65.7	-
PHF	0.658	0.000	0.500	0.000	0.667	0.000	0.813	0.630	0.000	0.743	0.000	0.000	0.000	0.000	0.000	0.500	0.912	0.250	0.000	0.901	0.927
Lights	47	0	4	0	51	0	117	65	0	182	0	0	0	0	0	6	458	2	0	466	699
% Lights	94.0	-	66.7	-	91.1	-	81.8	95.6	-	86.3	-	-	-	-	-	60.0	91.6	100.0	-	91.0	89.7
Mediums	3	0	2	0	5	0	18	2	0	20	0	0	0	0	0	2	9	0	0	11	36
% Mediums	6.0	-	33.3	-	8.9	-	12.6	2.9	-	9.5	-	-	-	-	-	20.0	1.8	0.0	-	2.1	4.6
Articulated Trucks	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	2	33	0	0	35	44
% Articulated Trucks	0.0	-	0.0	-	0.0	-	5.6	1.5	-	4.3	-	-	-	-	-	20.0	6.6	0.0	-	6.8	5.6

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Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: 3. FM 407 @ TIMBERBROOK
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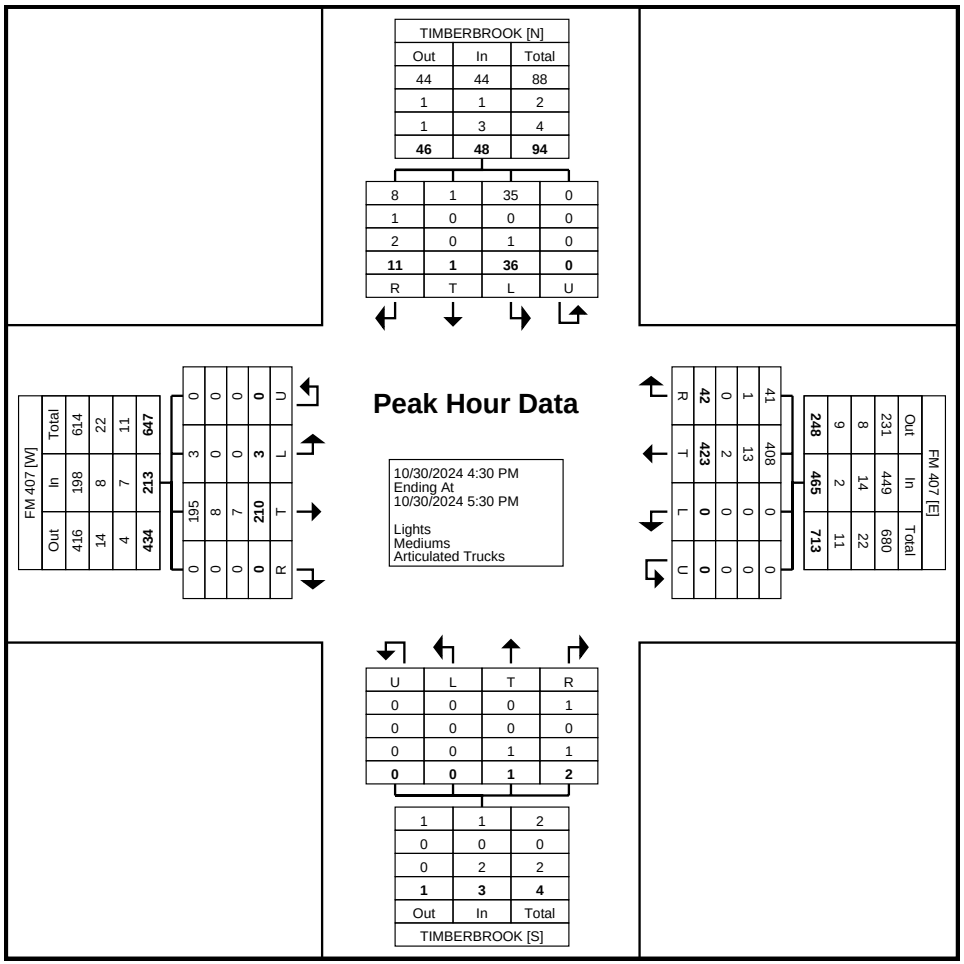
Turning Movement Peak Hour Data (4:30 PM)

Start Time	TIMBERBROOK Southbound					FM 407 Westbound					TIMBERBROOK Northbound					FM 407 Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:30 PM	7	0	2	0	9	0	122	16	0	138	0	0	0	0	0	0	61	0	0	61	208
4:45 PM	15	1	0	0	16	0	104	8	0	112	0	0	1	0	1	1	41	0	0	42	171
5:00 PM	9	0	5	0	14	0	96	8	0	104	0	1	0	0	1	1	53	0	0	54	173
5:15 PM	5	0	4	0	9	0	101	10	0	111	0	0	1	0	1	1	55	0	0	56	177
Total	36	1	11	0	48	0	423	42	0	465	0	1	2	0	3	3	210	0	0	213	729
Approach %	75.0	2.1	22.9	0.0	-	0.0	91.0	9.0	0.0	-	0.0	33.3	66.7	0.0	-	1.4	98.6	0.0	0.0	-	-
Total %	4.9	0.1	1.5	0.0	6.6	0.0	58.0	5.8	0.0	63.8	0.0	0.1	0.3	0.0	0.4	0.4	28.8	0.0	0.0	29.2	-
PHF	0.600	0.250	0.550	0.000	0.750	0.000	0.867	0.656	0.000	0.842	0.000	0.250	0.500	0.000	0.750	0.750	0.861	0.000	0.000	0.873	0.876
Lights	35	1	8	0	44	0	408	41	0	449	0	0	1	0	1	3	195	0	0	198	692
% Lights	97.2	100.0	72.7	-	91.7	-	96.5	97.6	-	96.6	-	0.0	50.0	-	33.3	100.0	92.9	-	-	93.0	94.9
Mediums	0	0	1	0	1	0	13	1	0	14	0	0	0	0	0	0	8	0	0	8	23
% Mediums	0.0	0.0	9.1	-	2.1	-	3.1	2.4	-	3.0	-	0.0	0.0	-	0.0	0.0	3.8	-	-	3.8	3.2
Articulated Trucks	1	0	2	0	3	0	2	0	0	2	0	1	1	0	2	0	7	0	0	7	14
% Articulated Trucks	2.8	0.0	18.2	-	6.3	-	0.5	0.0	-	0.4	-	100.0	50.0	-	66.7	0.0	3.3	-	-	3.3	1.9

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Turning Movement Peak Hour Data Plot (4:30 PM)

Intersection	
Int Delay, s/veh	7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	94	58	61	17	72	63
Future Vol, veh/h	94	58	61	17	72	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	138	85	90	25	106	93

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	407	102	0	0	115	0
Stage 1	102	-	-	-	-	-
Stage 2	304	-	-	-	-	-
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	601	953	-	-	1474	-
Stage 1	922	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	555	953	-	-	1474	-
Mov Cap-2 Maneuver	555	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.22	0	4.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	660	960	-
HCM Lane V/C Ratio	-	-	0.339	0.072	-
HCM Control Delay (s/veh)	-	-	13.2	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	117	129	1
Future Vol, veh/h	3	3	2	117	129	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	3	189	208	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	404	209	210	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	195	-	-	-	-	-
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	603	831	1361	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	601	831	1361	-	-	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.23	0.13	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	30	-	698	-	-
HCM Lane V/C Ratio	0.002	-	0.014	-	-
HCM Control Delay (s/veh)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	500	2	0	143	68	0	0	0	50	0	6
Future Vol, veh/h	10	500	2	0	143	68	0	0	0	50	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	200	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	538	2	0	154	73	0	0	0	54	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	227	0	0	-	-	0	714	787	539	713	-	154
Stage 1	-	-	-	-	-	-	560	560	-	154	-	-
Stage 2	-	-	-	-	-	-	154	227	-	559	-	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1341	-	-	0	-	-	346	324	543	347	0	892
Stage 1	-	-	-	0	-	-	513	510	-	849	0	-
Stage 2	-	-	-	0	-	-	849	716	-	513	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1341	-	-	-	-	-	341	321	543	344	-	892
Mov Cap-2 Maneuver	-	-	-	-	-	-	341	321	-	344	-	-
Stage 1	-	-	-	-	-	-	509	506	-	849	-	-
Stage 2	-	-	-	-	-	-	842	716	-	509	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.15	0	0	16.5
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	1341	-	-	-	-	344	892
HCM Lane V/C Ratio	-	0.008	-	-	-	-	0.156	0.007
HCM Control Delay (s/veh)	0	7.7	-	-	-	-	17.4	9.1
HCM Lane LOS	A	A	-	-	-	-	C	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0.5	0

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	47	54	16	24	74
Future Vol, veh/h	30	47	54	16	24	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	55	64	19	28	87

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	216	73	0	0	82	0
Stage 1	73	-	-	-	-	-
Stage 2	144	-	-	-	-	-
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	772	989	-	-	1515	-
Stage 1	950	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	757	989	-	-	1515	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.54	0	1.82
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	883	441	-
HCM Lane V/C Ratio	-	-	0.103	0.019	-
HCM Control Delay (s/veh)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	2	7	92	95	0
Future Vol, veh/h	3	2	7	92	95	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	8	102	106	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	223	106	106	0	-	0
Stage 1	106	-	-	-	-	-
Stage 2	118	-	-	-	-	-
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	765	949	1486	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	761	949	1486	-	-	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.39	0.53	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	127	-	826	-	-
HCM Lane V/C Ratio	0.005	-	0.007	-	-
HCM Control Delay (s/veh)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	210	0	0	423	42	0	1	2	36	1	11
Future Vol, veh/h	3	210	0	0	423	42	0	1	2	36	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	200	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	239	0	0	481	48	0	1	2	41	1	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	528	0	-	-	-	0	727	774	239	727	726	481
Stage 1	-	-	-	-	-	-	245	245	-	481	481	-
Stage 2	-	-	-	-	-	-	481	528	-	246	245	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1039	-	0	0	-	-	340	329	800	340	351	585
Stage 1	-	-	0	0	-	-	758	703	-	566	554	-
Stage 2	-	-	0	0	-	-	566	527	-	758	703	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1039	-	-	-	-	-	330	328	800	336	350	585
Mov Cap-2 Maneuver	-	-	-	-	-	-	330	328	-	336	350	-
Stage 1	-	-	-	-	-	-	756	701	-	566	554	-
Stage 2	-	-	-	-	-	-	553	527	-	752	701	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.12	0	11.7	15.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	541	1039	-	-	-	336	585
HCM Lane V/C Ratio	0.006	0.003	-	-	-	0.122	0.021
HCM Control Delay (s/veh)	11.7	8.5	-	-	-	17.2	11.3
HCM Lane LOS	B	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	0	-	-	-	0.4	0.1

PHASE 1-2 (2027) BACKGROUND TRAFFIC ANALYSIS

Intersection	
Int Delay, s/veh	7.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	104	64	68	19	80	70
Future Vol, veh/h	104	64	68	19	80	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	153	94	100	28	118	103

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	452	114	0	0	128	0
Stage 1	114	-	-	-	-	-
Stage 2	338	-	-	-	-	-
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	565	939	-	-	1458	-
Stage 1	911	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	517	939	-	-	1458	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.51	0	4.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	624	960	-
HCM Lane V/C Ratio	-	-	0.396	0.081	-
HCM Control Delay (s/veh)	-	-	14.5	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.9	0.3	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	130	143	1
Future Vol, veh/h	3	3	2	130	143	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	3	210	231	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	448	231	232	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	216	-	-	-	-	-
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	569	808	1335	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	567	808	1335	-	-	-
Mov Cap-2 Maneuver	567	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.48	0.12	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	27	-	666	-	-
HCM Lane V/C Ratio	0.002	-	0.015	-	-
HCM Control Delay (s/veh)	7.7	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	554	2	0	159	75	0	0	0	55	0	7
Future Vol, veh/h	11	554	2	0	159	75	0	0	0	55	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	200	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	596	2	0	171	81	0	0	0	59	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	252	0	0	-	-	0	791	872	597	790	-	171
Stage 1	-	-	-	-	-	-	620	620	-	171	-	-
Stage 2	-	-	-	-	-	-	171	252	-	619	-	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1314	-	-	0	-	-	307	289	503	308	0	873
Stage 1	-	-	-	0	-	-	475	480	-	831	0	-
Stage 2	-	-	-	0	-	-	831	699	-	476	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1314	-	-	-	-	-	302	286	503	305	-	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	302	286	-	305	-	-
Stage 1	-	-	-	-	-	-	471	475	-	831	-	-
Stage 2	-	-	-	-	-	-	824	699	-	472	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.15	0	0	18.44
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	1314	-	-	-	-	305	873
HCM Lane V/C Ratio	-	0.009	-	-	-	-	0.194	0.009
HCM Control Delay (s/veh)	0	7.8	-	-	-	-	19.6	9.2
HCM Lane LOS	A	A	-	-	-	-	C	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0.7	0

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	52	60	18	27	82
Future Vol, veh/h	33	52	60	18	27	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	61	71	21	32	96

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	241	81	0	0	92	0
Stage 1	81	-	-	-	-	-
Stage 2	160	-	-	-	-	-
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	747	979	-	-	1503	-
Stage 1	942	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	730	979	-	-	1503	-
Mov Cap-2 Maneuver	730	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.71	0	1.84
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	865	446	-
HCM Lane V/C Ratio	-	-	0.116	0.021	-
HCM Control Delay (s/veh)	-	-	9.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	2	8	102	105	0
Future Vol, veh/h	3	2	8	102	105	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	9	113	117	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	248	117	117	0	-	0
Stage 1	117	-	-	-	-	-
Stage 2	131	-	-	-	-	-
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	741	935	1472	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	736	935	1472	-	-	-
Mov Cap-2 Maneuver	736	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.51	0.54	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	131	-	805	-	-
HCM Lane V/C Ratio	0.006	-	0.007	-	-
HCM Control Delay (s/veh)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	233	0	0	469	47	0	1	2	40	1	12
Future Vol, veh/h	3	233	0	0	469	47	0	1	2	40	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	200	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	265	0	0	533	53	0	1	2	45	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	586	0	-	-	-	0	805	858	265	805	805	533
Stage 1	-	-	-	-	-	-	272	272	-	533	533	-
Stage 2	-	-	-	-	-	-	534	586	-	272	272	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	989	-	0	0	-	-	301	294	774	301	316	547
Stage 1	-	-	0	0	-	-	734	685	-	531	525	-
Stage 2	-	-	0	0	-	-	530	497	-	734	685	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	989	-	-	-	-	-	291	293	774	298	315	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	291	293	-	298	315	-
Stage 1	-	-	-	-	-	-	732	682	-	531	525	-
Stage 2	-	-	-	-	-	-	516	497	-	728	682	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.11	0	12.24	17.53
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	501	989	-	-	-	298	547
HCM Lane V/C Ratio	0.007	0.003	-	-	-	0.153	0.025
HCM Control Delay (s/veh)	12.2	8.7	-	-	-	19.3	11.8
HCM Lane LOS	B	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	0	-	-	-	0.5	0.1

Intersection	
Int Delay, s/veh	12.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	104	108	90	19	206	133
Future Vol, veh/h	104	108	90	19	206	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	153	159	132	28	303	196

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	948	146	0	0	160	0
Stage 1	146	-	-	-	-	-
Stage 2	801	-	-	-	-	-
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	290	901	-	-	1419	-
Stage 1	881	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	220	901	-	-	1419	-
Mov Cap-2 Maneuver	220	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	336	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	30.43	0	5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	220	901	1094	-
HCM Lane V/C Ratio	-	-	0.695	0.176	0.214	-
HCM Control Delay (s/veh)	-	-	51.8	9.9	8.2	0
HCM Lane LOS	-	-	F	A	A	A
HCM 95th %tile Q(veh)	-	-	4.5	0.6	0.8	-

Intersection	
Int Delay, s/veh	27.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	129	191	68	130	143	45
Future Vol, veh/h	129	191	68	130	143	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	208	308	110	210	231	73

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	696	267	303	0	-	0
Stage 1	267	-	-	-	-	-
Stage 2	429	-	-	-	-	-
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	408	772	1258	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	367	772	1258	-	-	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	58.6	2.79	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	618	-	535	-	-
HCM Lane V/C Ratio	0.087	-	0.965	-	-
HCM Control Delay (s/veh)	8.1	0	58.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	12.8	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	571	2	0	206	91	0	0	0	61	0	7
Future Vol, veh/h	11	571	2	0	206	91	0	0	0	61	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	200	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	614	2	0	222	98	0	0	0	66	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	319	0	0	-	-	0	860	958	615	859	-	222
Stage 1	-	-	-	-	-	-	639	639	-	222	-	-
Stage 2	-	-	-	-	-	-	222	319	-	638	-	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1241	-	-	0	-	-	276	257	491	276	0	818
Stage 1	-	-	-	0	-	-	464	471	-	781	0	-
Stage 2	-	-	-	0	-	-	781	653	-	465	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1241	-	-	-	-	-	271	255	491	274	-	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	255	-	274	-	-
Stage 1	-	-	-	-	-	-	460	466	-	781	-	-
Stage 2	-	-	-	-	-	-	774	653	-	461	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.15	0	0	20.92
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	1241	-	-	-	-	274	818
HCM Lane V/C Ratio	-	0.01	-	-	-	-	0.24	0.009
HCM Control Delay (s/veh)	0	7.9	-	-	-	-	22.2	9.4
HCM Lane LOS	A	A	-	-	-	-	C	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0.9	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	243	0	28	86	0	79
Future Vol, veh/h	243	0	28	86	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	320	0	37	113	0	104

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	320	0	507	320
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	187	-
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	-	-	1240	-	526	721
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1240	-	510	721
Mov Cap-2 Maneuver	-	-	-	-	510	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	820	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.96	10.83
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	721	-	-	1240	-
HCM Lane V/C Ratio	0.144	-	-	0.03	-
HCM Control Delay (s/veh)	10.8	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	38	0	28	25	33	0	0	79	126	0	0
Future Vol, veh/h	0	38	0	28	25	33	0	0	79	126	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	41	0	30	27	36	0	0	86	137	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	41	0	0	129	165	41	147	147	45
Stage 1	-	-	-	-	-	-	41	41	-	106	106	-
Stage 2	-	-	-	-	-	-	88	124	-	41	41	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1568	-	-	843	727	1030	821	744	1025
Stage 1	-	-	-	-	-	-	973	861	-	900	808	-
Stage 2	-	-	-	-	-	-	920	793	-	973	861	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1568	-	-	827	713	1030	738	730	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	827	713	-	738	730	-
Stage 1	-	-	-	-	-	-	973	861	-	882	792	-
Stage 2	-	-	-	-	-	-	902	778	-	892	861	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.39	8.81	10.99
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1030	1540	-	-	1568	-	-	738
HCM Lane V/C Ratio	0.083	-	-	-	0.019	-	-	0.186
HCM Control Delay (s/veh)	8.8	0	-	-	7.3	-	-	11
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	14	11	0	0
Future Vol, veh/h	0	38	14	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	41	15	12	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	21
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	1056
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	1056
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

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

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	6	6	0	16
Future Vol, veh/h	16	0	6	6	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	7	7	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	27	10	0	0	13	0
Stage 1	10	-	-	-	-	-
Stage 2	17	-	-	-	-	-
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	988	1072	-	-	1605	-
Stage 1	1013	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	988	1072	-	-	1605	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.71	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	988	1605	-
HCM Lane V/C Ratio	-	-	0.018	-	-
HCM Control Delay (s/veh)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	0	6	0	0
Future Vol, veh/h	16	0	0	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	0	0	7	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4	3	0	0	7	0
Stage 1	3	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1081	-	-	1614	-
Stage 1	1020	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1018	1081	-	-	1614	-
Mov Cap-2 Maneuver	1018	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1018	1614	-
HCM Lane V/C Ratio	-	-	0.017	-	-
HCM Control Delay (s/veh)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	196	132	18	111	124
Future Vol, veh/h	33	196	132	18	111	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	231	155	21	131	146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	573	166	0	0	176	0
Stage 1	166	-	-	-	-	-
Stage 2	407	-	-	-	-	-
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	481	878	-	-	1400	-
Stage 1	864	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	432	878	-	-	1400	-
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.07	0	3.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	432	878	850	-
HCM Lane V/C Ratio	-	-	0.09	0.262	0.093	-
HCM Control Delay (s/veh)	-	-	14.1	10.6	7.8	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	1.1	0.3	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	87	129	223	102	105	144
Future Vol, veh/h	87	129	223	102	105	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	143	248	113	117	160

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	806	197	277	0	-	0
Stage 1	197	-	-	-	-	-
Stage 2	609	-	-	-	-	-
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	351	845	1286	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	279	845	1286	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	20.7	5.81	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1205	-	465	-	-
HCM Lane V/C Ratio	0.193	-	0.516	-	-
HCM Control Delay (s/veh)	8.5	0	20.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.7	-	2.9	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	287	0	0	501	58	0	1	2	58	1	12
Future Vol, veh/h	3	287	0	0	501	58	0	1	2	58	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	200	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	326	0	0	569	66	0	1	2	66	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	635	0	-	-	-	0	903	968	326	903	902	569
Stage 1	-	-	-	-	-	-	333	333	-	569	569	-
Stage 2	-	-	-	-	-	-	570	635	-	334	333	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	948	-	0	0	-	-	258	254	715	258	277	521
Stage 1	-	-	0	0	-	-	681	644	-	507	506	-
Stage 2	-	-	0	0	-	-	507	472	-	680	644	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	948	-	-	-	-	-	250	253	715	255	276	521
Mov Cap-2 Maneuver	-	-	-	-	-	-	250	253	-	255	276	-
Stage 1	-	-	-	-	-	-	678	642	-	507	506	-
Stage 2	-	-	-	-	-	-	492	472	-	674	642	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.09	0	13.16	21.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	444	948	-	-	-	255	521
HCM Lane V/C Ratio	0.008	0.004	-	-	-	0.258	0.026
HCM Control Delay (s/veh)	13.2	8.8	-	-	-	23.9	12.1
HCM Lane LOS	B	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	0	-	-	-	1	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	0	90	277	0	53
Future Vol, veh/h	164	0	90	277	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	0	106	326	0	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	193	0	731	193
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	538	-
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	-	-	1380	-	389	849
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1380	-	359	849
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	541	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.92	9.58
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	849	-	-	1380	-
HCM Lane V/C Ratio	0.073	-	-	0.077	-
HCM Control Delay (s/veh)	9.6	-	-	7.8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	27	0	90	80	108	0	0	53	84	0	0
Future Vol, veh/h	0	27	0	90	80	108	0	0	53	84	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	0	98	87	117	0	0	58	91	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	204	0	0	29	0	0	312	429	29	371	371	146
Stage 1	-	-	-	-	-	-	29	29	-	341	341	-
Stage 2	-	-	-	-	-	-	283	400	-	29	29	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1367	-	-	1584	-	-	641	518	1045	586	559	901
Stage 1	-	-	-	-	-	-	988	871	-	674	638	-
Stage 2	-	-	-	-	-	-	724	602	-	988	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1367	-	-	1584	-	-	601	486	1045	520	525	901
Mov Cap-2 Maneuver	-	-	-	-	-	-	601	486	-	520	525	-
Stage 1	-	-	-	-	-	-	988	871	-	632	599	-
Stage 2	-	-	-	-	-	-	680	564	-	933	871	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.4	8.64	13.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1045	1367	-	-	1584	-	-	520
HCM Lane V/C Ratio	0.055	-	-	-	0.062	-	-	0.176
HCM Control Delay (s/veh)	8.6	0	-	-	7.4	-	-	13.4
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	0.6

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	44	36	0	0
Future Vol, veh/h	0	27	44	36	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	48	39	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	67
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	996
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	996
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

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

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	0	18	18	0	11
Future Vol, veh/h	11	0	18	18	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	20	20	0	12

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	41	29	0	0	39	0
Stage 1	29	-	-	-	-	-
Stage 2	12	-	-	-	-	-
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	970	1045	-	-	1571	-
Stage 1	993	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	970	1045	-	-	1571	-
Mov Cap-2 Maneuver	970	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.76	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	970	1571	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s/veh)	-	-	8.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	0	0	18	0	0
Future Vol, veh/h	11	0	0	18	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	12	0	0	20	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	11	10	0	0	20	0
Stage 1	10	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1009	1072	-	-	1597	-
Stage 1	1013	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1009	1072	-	-	1597	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.61	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1009	1597	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s/veh)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

BUILDOUT (2026) BACKGROUND TRAFFIC ANALYSIS

Intersection	
Int Delay, s/veh	8.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	116	71	75	21	89	77
Future Vol, veh/h	116	71	75	21	89	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	171	104	110	31	131	113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	501	126	0	0	141	0
Stage 1	126	-	-	-	-	-
Stage 2	375	-	-	-	-	-
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	530	925	-	-	1442	-
Stage 1	900	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	478	925	-	-	1442	-
Mov Cap-2 Maneuver	478	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.46	0	4.15
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	586	965	-
HCM Lane V/C Ratio	-	-	0.469	0.091	-
HCM Control Delay (s/veh)	-	-	16.5	7.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.5	0.3	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	4	2	144	159	1
Future Vol, veh/h	4	4	2	144	159	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	6	3	232	256	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	496	257	258	0	-	0
Stage 1	257	-	-	-	-	-
Stage 2	239	-	-	-	-	-
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	533	781	1307	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	532	781	1307	-	-	-
Mov Cap-2 Maneuver	532	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.81	0.11	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	25	-	633	-	-
HCM Lane V/C Ratio	0.002	-	0.02	-	-
HCM Control Delay (s/veh)	7.8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	615	2	0	176	84	0	0	0	61	0	7
Future Vol, veh/h	12	615	2	0	176	84	0	0	0	61	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	200	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	661	2	0	189	90	0	0	0	66	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	-	-	0	877	968	662	876	-	189
Stage 1	-	-	-	-	-	-	688	688	-	189	-	-
Stage 2	-	-	-	-	-	-	189	280	-	687	-	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1283	-	-	0	-	-	269	254	462	269	0	853
Stage 1	-	-	-	0	-	-	436	447	-	813	0	-
Stage 2	-	-	-	0	-	-	813	679	-	437	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	-	-	-	264	251	462	266	-	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	264	251	-	266	-	-
Stage 1	-	-	-	-	-	-	432	442	-	813	-	-
Stage 2	-	-	-	-	-	-	805	679	-	433	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.15	0	0	21.46
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	1283	-	-	-	-	266	853
HCM Lane V/C Ratio	-	0.01	-	-	-	-	0.246	0.009
HCM Control Delay (s/veh)	0	7.8	-	-	-	-	22.9	9.3
HCM Lane LOS	A	A	-	-	-	-	C	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0.9	0

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	58	66	20	30	91
Future Vol, veh/h	37	58	66	20	30	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	68	78	24	35	107

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	267	89	0	0	101	0
Stage 1	89	-	-	-	-	-
Stage 2	178	-	-	-	-	-
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	722	969	-	-	1491	-
Stage 1	934	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	704	969	-	-	1491	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.91	0	1.85
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	845	446	-
HCM Lane V/C Ratio	-	-	0.132	0.024	-
HCM Control Delay (s/veh)	-	-	9.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	9	113	117	0
Future Vol, veh/h	4	2	9	113	117	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	10	126	130	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	276	130	130	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	146	-	-	-	-	-
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	714	920	1455	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	709	920	1455	-	-	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.73	0.55	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	133	-	767	-	-
HCM Lane V/C Ratio	0.007	-	0.009	-	-
HCM Control Delay (s/veh)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	258	0	0	520	52	0	1	2	44	1	14
Future Vol, veh/h	4	258	0	0	520	52	0	1	2	44	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	200	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	293	0	0	591	59	0	1	2	50	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	650	0	-	-	-	0	894	952	293	894	893	591
Stage 1	-	-	-	-	-	-	302	302	-	591	591	-
Stage 2	-	-	-	-	-	-	591	650	-	303	302	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	936	-	0	0	-	-	262	259	746	262	281	507
Stage 1	-	-	0	0	-	-	707	664	-	493	494	-
Stage 2	-	-	0	0	-	-	493	465	-	706	664	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	936	-	-	-	-	-	252	258	746	259	279	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	252	258	-	259	279	-
Stage 1	-	-	-	-	-	-	704	661	-	493	494	-
Stage 2	-	-	-	-	-	-	476	465	-	700	661	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.14	0	12.93	19.83
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	458	936	-	-	-	259	507
HCM Lane V/C Ratio	0.007	0.005	-	-	-	0.193	0.031
HCM Control Delay (s/veh)	12.9	8.9	-	-	-	22.2	12.3
HCM Lane LOS	B	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	0	-	-	-	0.7	0.1

Intersection	
Int Delay, s/veh	167.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	130	64	116	45	115	23	97	21	215	140	11
Future Vol, veh/h	35	130	64	116	45	115	23	97	21	215	140	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	191	94	171	66	169	34	143	31	316	206	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1090	1088	214	1160	1080	158	222	0	0	174	0	0
Stage 1	846	846	-	226	226	-	-	-	-	-	-	-
Stage 2	243	241	-	934	854	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	193	216	826	173	218	887	1347	-	-	1403	-	-
Stage 1	357	378	-	777	717	-	-	-	-	-	-	-
Stage 2	760	706	-	319	375	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	74	~ 156	826	~ 110	157	887	1347	-	-	1403	-	-
Mov Cap-2 Maneuver	74	~ 156	-	~ 110	157	-	-	-	-	-	-	-
Stage 1	265	281	-	755	697	-	-	-	-	-	-	-
Stage 2	541	686	-	~ 67	278	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 533.28	165.25	1.26	4.88
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	284	-	-	165	110	385	1042	-	-
HCM Lane V/C Ratio	0.025	-	-	2.038	1.545	0.611	0.225	-	-
HCM Control Delay (s/veh)	7.7	0	-	$ 533.3	$ 354.6	28	8.3	0	-
HCM Lane LOS	A	A	-	F	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	26.3	12.6	3.9	0.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	632	19	11	223	100	47	16	31	67	6	7
Future Vol, veh/h	12	632	19	11	223	100	47	16	31	67	6	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	200	250	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	680	20	12	240	108	51	17	33	72	6	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	700	0	0	982	1087	690	977	989	240
Stage 1	-	-	-	-	-	-	716	716	-	263	263	-
Stage 2	-	-	-	-	-	-	267	371	-	714	726	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1212	-	-	897	-	-	228	216	445	230	247	799
Stage 1	-	-	-	-	-	-	421	434	-	742	690	-
Stage 2	-	-	-	-	-	-	739	620	-	422	430	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1212	-	-	897	-	-	214	210	445	190	240	799
Mov Cap-2 Maneuver	-	-	-	-	-	-	214	210	-	190	240	-
Stage 1	-	-	-	-	-	-	417	430	-	729	679	-
Stage 2	-	-	-	-	-	-	713	609	-	371	425	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.14	0.3	22.58	32.57
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	214	323	1212	-	-	897	-	-	190	799
HCM Lane V/C Ratio	0.236	0.157	0.011	-	-	0.013	-	-	0.378	0.009
HCM Control Delay (s/veh)	26.9	18.2	8	-	-	9.1	-	-	35	9.5
HCM Lane LOS	D	C	A	-	-	A	-	-	D	A
HCM 95th %tile Q(veh)	0.9	0.5	0	-	-	0	-	-	1.6	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	463	0	28	164	0	79
Future Vol, veh/h	463	0	28	164	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	609	0	37	216	0	104

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	609	0	899	609
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	969	-	310	495
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	969	-	298	495
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	731	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.29	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	495	-	-	969	-
HCM Lane V/C Ratio	0.21	-	-	0.038	-
HCM Control Delay (s/veh)	14.2	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	258	0	28	103	33	0	0	79	126	0	0
Future Vol, veh/h	0	258	0	28	103	33	0	0	79	126	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	280	0	30	112	36	0	0	86	137	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	148	0	0	280	0	0	453	489	280	471	471	130
Stage 1	-	-	-	-	-	-	280	280	-	191	191	-
Stage 2	-	-	-	-	-	-	173	209	-	280	280	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1434	-	-	1282	-	-	517	479	758	503	491	920
Stage 1	-	-	-	-	-	-	726	679	-	811	742	-
Stage 2	-	-	-	-	-	-	829	729	-	726	679	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1434	-	-	1282	-	-	505	468	758	435	479	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	505	468	-	435	479	-
Stage 1	-	-	-	-	-	-	726	679	-	792	725	-
Stage 2	-	-	-	-	-	-	809	712	-	644	679	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.34	10.35	17.02
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	758	1434	-	-	1282	-	-	435
HCM Lane V/C Ratio	0.113	-	-	-	0.024	-	-	0.315
HCM Control Delay (s/veh)	10.4	0	-	-	7.9	-	-	17
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	1.3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	258	92	11	0	0
Future Vol, veh/h	0	258	92	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	280	100	12	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	106
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	948
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	948
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

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

Intersection	
Intersection Delay, s/veh	4.1
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	239	96	0	104
Demand Flow Rate, veh/h	244	98	0	106
Vehicles Circulating, veh/h	106	52	331	67
Vehicles Exiting, veh/h	67	279	19	83
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.7	3.4	0.0	3.5
Approach LOS	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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	244	98	0	106
Cap Entry Lane, veh/h	1238	1309	985	1289
Entry HV Adj Factor	0.980	0.979	1.000	0.980
Flow Entry, veh/h	239	96	0	104
Cap Entry, veh/h	1214	1281	985	1263
V/C Ratio	0.197	0.075	0.000	0.082
Control Delay, s/veh	4.7	3.4	3.7	3.5
LOS	A	A	A	A
95th %tile Queue, veh	1	0	0	0

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	110	0	11	39	11	0	0	79	31	0	0
Future Vol, veh/h	0	110	0	11	39	11	0	0	79	31	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	120	0	12	42	12	0	0	86	34	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	54	0	0	120	0	0	186	198	120	192	192	48
Stage 1	-	-	-	-	-	-	120	120	-	72	72	-
Stage 2	-	-	-	-	-	-	66	78	-	120	120	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1551	-	-	1468	-	-	775	698	932	768	703	1020
Stage 1	-	-	-	-	-	-	885	797	-	937	835	-
Stage 2	-	-	-	-	-	-	944	830	-	885	797	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1551	-	-	1468	-	-	769	692	932	691	697	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	769	692	-	691	697	-
Stage 1	-	-	-	-	-	-	885	797	-	930	828	-
Stage 2	-	-	-	-	-	-	936	823	-	803	797	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.35	9.25	10.47
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	932	1551	-	-	1468	-	-	691
HCM Lane V/C Ratio	0.092	-	-	-	0.008	-	-	0.049
HCM Control Delay (s/veh)	9.3	0	-	-	7.5	-	-	10.5
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	47	0	11	17	11	0	0	31	31	0	0
Future Vol, veh/h	0	47	0	11	17	11	0	0	31	31	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	51	0	12	18	12	0	0	34	34	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	51	0	0	93	105	51	99	99	24
Stage 1	-	-	-	-	-	-	51	51	-	48	48	-
Stage 2	-	-	-	-	-	-	42	54	-	51	51	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1582	-	-	1555	-	-	890	785	1017	882	791	1052
Stage 1	-	-	-	-	-	-	962	852	-	965	855	-
Stage 2	-	-	-	-	-	-	972	850	-	962	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1582	-	-	1555	-	-	883	779	1017	846	785	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	883	779	-	846	785	-
Stage 1	-	-	-	-	-	-	962	852	-	958	848	-
Stage 2	-	-	-	-	-	-	965	843	-	930	852	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.07	8.66	9.43
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1017	1582	-	-	1555	-	-	846
HCM Lane V/C Ratio	0.033	-	-	-	0.008	-	-	0.04
HCM Control Delay (s/veh)	8.7	0	-	-	7.3	-	-	9.4
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	0	0	31	11	6
Future Vol, veh/h	16	0	0	31	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	0	34	12	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	49	15	18	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	34	-	-	-	-	-
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	960	1064	1598	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	960	1064	1598	-	-	-
Mov Cap-2 Maneuver	960	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	989	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.82	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1598	-	960	-	-
HCM Lane V/C Ratio	-	-	0.018	-	-
HCM Control Delay (s/veh)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	6	0	6	0	0	16	16	0	0
Future Vol, veh/h	0	0	0	6	0	6	0	0	16	16	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	7	0	7	0	0	17	17	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	1	0	0	14	21	1	17	17	3
Stage 1	-	-	-	-	-	-	1	1	-	16	16	-
Stage 2	-	-	-	-	-	-	13	20	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1614	-	-	1622	-	-	1002	873	1083	997	877	1081
Stage 1	-	-	-	-	-	-	1022	895	-	1003	882	-
Stage 2	-	-	-	-	-	-	1007	879	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1614	-	-	1622	-	-	998	870	1083	977	873	1081
Mov Cap-2 Maneuver	-	-	-	-	-	-	998	870	-	977	873	-
Stage 1	-	-	-	-	-	-	1022	895	-	999	878	-
Stage 2	-	-	-	-	-	-	1003	875	-	1006	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	3.61	8.38	8.75
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1083	1614	-	-	1622	-	-	977
HCM Lane V/C Ratio	0.016	-	-	-	0.004	-	-	0.018
HCM Control Delay (s/veh)	8.4	0	-	-	7.2	-	-	8.8
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	6
Future Vol, veh/h	0	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	3	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	1081	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1081	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	6	11
Future Vol, veh/h	0	0	0	0	6	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	7	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	13	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	1068	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1068	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

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

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	31	11	17	63	11
Future Vol, veh/h	31	31	11	17	63	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	34	12	18	68	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	117	74	80	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	42	-	-	-	-	-
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	879	987	1517	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	987	1517	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.19	2.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1517	-	926	-	-
HCM Lane V/C Ratio	0.008	-	0.073	-	-
HCM Control Delay (s/veh)	7.4	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	0	16	16	0	0	6	6	6	0	44	6
Future Vol, veh/h	16	0	16	16	0	0	6	6	6	0	44	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	17	17	0	0	7	7	7	0	48	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	71	77	51	71	77	10	54	0	0	13	0	0
Stage 1	51	51	-	23	23	-	-	-	-	-	-	-
Stage 2	20	26	-	48	54	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	921	813	1017	921	813	1072	1551	-	-	1605	-	-
Stage 1	962	852	-	995	876	-	-	-	-	-	-	-
Stage 2	999	873	-	966	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	917	810	1017	901	810	1072	1551	-	-	1605	-	-
Mov Cap-2 Maneuver	917	810	-	901	810	-	-	-	-	-	-	-
Stage 1	962	852	-	991	873	-	-	-	-	-	-	-
Stage 2	995	870	-	949	850	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.87	9.07	2.44	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	964	901	1605	-	-
HCM Lane V/C Ratio	0.004	-	-	0.036	0.019	-	-	-
HCM Control Delay (s/veh)	7.3	-	-	8.9	9.1	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	94	6	0	33
Future Vol, veh/h	16	0	94	6	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	102	7	0	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	141	105	0	0	109	0
Stage 1	105	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	852	949	-	-	1482	-
Stage 1	919	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	852	949	-	-	1482	-
Mov Cap-2 Maneuver	852	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.32	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	852	1482	-
HCM Lane V/C Ratio	-	-	0.02	-	-
HCM Control Delay (s/veh)	-	-	9.3	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	38.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	86	43	37	147	202	76	138	20	114	133	36
Future Vol, veh/h	25	86	43	37	147	202	76	138	20	114	133	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	101	51	44	173	238	89	162	24	134	156	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	874	811	178	828	820	174	199	0	0	186	0	0
Stage 1	446	446	-	353	353	-	-	-	-	-	-	-
Stage 2	428	365	-	475	467	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	270	314	865	290	310	869	1374	-	-	1389	-	-
Stage 1	592	574	-	664	631	-	-	-	-	-	-	-
Stage 2	605	623	-	570	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	259	865	148	256	869	1374	-	-	1389	-	-
Mov Cap-2 Maneuver	60	259	-	148	256	-	-	-	-	-	-	-
Stage 1	527	511	-	616	585	-	-	-	-	-	-	-
Stage 2	287	578	-	384	500	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	100.86	60.4	2.53	3.17
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	570	-	-	192	148	432	695	-	-
HCM Lane V/C Ratio	0.065	-	-	0.943	0.295	0.949	0.097	-	-
HCM Control Delay (s/veh)	7.8	0	-	100.9	39.3	62.6	7.9	0	-
HCM Lane LOS	A	A	-	F	E	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	7.6	1.2	11.1	0.3	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	312	54	36	552	63	32	12	23	62	19	14
Future Vol, veh/h	4	312	54	36	552	63	32	12	23	62	19	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	200	250	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	355	61	41	627	72	36	14	26	70	22	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	699	0	0	416	0	0	1114	1175	385	1080	1134	627
Stage 1	-	-	-	-	-	-	394	394	-	709	709	-
Stage 2	-	-	-	-	-	-	720	781	-	370	425	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	898	-	-	1143	-	-	185	192	662	196	203	483
Stage 1	-	-	-	-	-	-	631	605	-	425	437	-
Stage 2	-	-	-	-	-	-	419	405	-	650	586	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	898	-	-	1143	-	-	150	179	662	163	190	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	150	179	-	163	190	-
Stage 1	-	-	-	-	-	-	628	602	-	400	411	-
Stage 2	-	-	-	-	-	-	361	381	-	607	583	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.46	26.25	37.21
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	150	344	898	-	-	1143	-	-	163	483
HCM Lane V/C Ratio	0.243	0.116	0.005	-	-	0.036	-	-	0.431	0.033
HCM Control Delay (s/veh)	36.6	16.8	9	-	-	8.3	-	-	42.7	12.7
HCM Lane LOS	E	C	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0.9	0.4	0	-	-	0.1	-	-	1.9	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	312	0	90	529	0	53
Future Vol, veh/h	312	0	90	529	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	367	0	106	622	0	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	367	0	1201	367
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	834	-
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	-	-	1191	-	204	678
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	426	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1191	-	186	678
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	388	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.21	10.84
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	678	-	-	1191	-
HCM Lane V/C Ratio	0.092	-	-	0.089	-
HCM Control Delay (s/veh)	10.8	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	175	0	90	332	108	0	0	53	84	0	0
Future Vol, veh/h	0	175	0	90	332	108	0	0	53	84	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	190	0	98	361	117	0	0	58	91	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	478	0	0	190	0	0	747	864	190	805	805	420
Stage 1	-	-	-	-	-	-	190	190	-	615	615	-
Stage 2	-	-	-	-	-	-	557	674	-	190	190	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1084	-	-	1384	-	-	329	292	852	301	316	634
Stage 1	-	-	-	-	-	-	812	743	-	478	482	-
Stage 2	-	-	-	-	-	-	515	454	-	812	743	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1084	-	-	1384	-	-	306	271	852	260	293	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	306	271	-	260	293	-
Stage 1	-	-	-	-	-	-	812	743	-	445	448	-
Stage 2	-	-	-	-	-	-	479	422	-	757	743	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.32	9.53	26.11
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	852	1084	-	-	1384	-	-	260
HCM Lane V/C Ratio	0.068	-	-	-	0.071	-	-	0.351
HCM Control Delay (s/veh)	9.5	0	-	-	7.8	-	-	26.1
HCM Lane LOS	A	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	1.5

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	175	296	36	0	0
Future Vol, veh/h	0	175	296	36	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	190	322	39	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	341
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	701
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	701
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

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

Intersection	
Intersection Delay, s/veh	4.5
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	161	313	0	117
Demand Flow Rate, veh/h	165	320	0	119
Vehicles Circulating, veh/h	119	36	224	220
Vehicles Exiting, veh/h	220	188	60	136
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.2	4.8	0.0	4.3
Approach LOS	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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	165	320	0	119
Cap Entry Lane, veh/h	1222	1330	1098	1103
Entry HV Adj Factor	0.979	0.980	1.000	0.980
Flow Entry, veh/h	161	313	0	117
Cap Entry, veh/h	1196	1303	1098	1080
V/C Ratio	0.135	0.241	0.000	0.108
Control Delay, s/veh	4.2	4.8	3.3	4.3
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	74	0	36	126	36	0	0	53	21	0	0
Future Vol, veh/h	0	74	0	36	126	36	0	0	53	21	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	0	39	137	39	0	0	58	23	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	176	0	0	80	0	0	296	335	80	315	315	157
Stage 1	-	-	-	-	-	-	80	80	-	235	235	-
Stage 2	-	-	-	-	-	-	215	254	-	80	80	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1400	-	-	1517	-	-	657	586	980	637	601	889
Stage 1	-	-	-	-	-	-	928	828	-	768	711	-
Stage 2	-	-	-	-	-	-	787	697	-	928	828	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1400	-	-	1517	-	-	640	570	980	584	585	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	570	-	584	585	-
Stage 1	-	-	-	-	-	-	928	828	-	748	692	-
Stage 2	-	-	-	-	-	-	767	679	-	873	828	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.35	8.9	11.41
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	980	1400	-	-	1517	-	-	584
HCM Lane V/C Ratio	0.059	-	-	-	0.026	-	-	0.039
HCM Control Delay (s/veh)	8.9	0	-	-	7.4	-	-	11.4
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	32	0	36	54	36	0	0	21	21	0	0
Future Vol, veh/h	0	32	0	36	54	36	0	0	21	21	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	0	39	59	39	0	0	23	23	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	98	0	0	35	0	0	172	211	35	191	191	78
Stage 1	-	-	-	-	-	-	35	35	-	157	157	-
Stage 2	-	-	-	-	-	-	137	176	-	35	35	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1495	-	-	1577	-	-	791	686	1038	769	704	982
Stage 1	-	-	-	-	-	-	981	866	-	846	768	-
Stage 2	-	-	-	-	-	-	866	753	-	981	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1495	-	-	1577	-	-	772	669	1038	733	686	982
Mov Cap-2 Maneuver	-	-	-	-	-	-	772	669	-	733	686	-
Stage 1	-	-	-	-	-	-	981	866	-	825	749	-
Stage 2	-	-	-	-	-	-	845	735	-	959	866	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.1	8.55	10.07
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1038	1495	-	-	1577	-	-	733
HCM Lane V/C Ratio	0.022	-	-	-	0.025	-	-	0.031
HCM Control Delay (s/veh)	8.5	0	-	-	7.3	-	-	10.1
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	0	21	36	18
Future Vol, veh/h	11	0	0	21	36	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	-	200	-	-	-
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	12	0	0	23	39	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	72	49	59	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	23	-	-	-	-	-
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	932	1020	1545	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	932	1020	1545	-	-	-
Mov Cap-2 Maneuver	932	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.91	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	932	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s/veh)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	18	0	18	0	0	11	11	0	0
Future Vol, veh/h	0	0	0	18	0	18	0	0	11	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	20	0	20	0	0	12	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	1	0	0	40	60	1	50	50	10
Stage 1	-	-	-	-	-	-	1	1	-	49	49	-
Stage 2	-	-	-	-	-	-	39	59	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1597	-	-	1622	-	-	964	831	1083	950	841	1072
Stage 1	-	-	-	-	-	-	1022	895	-	964	854	-
Stage 2	-	-	-	-	-	-	976	846	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1597	-	-	1622	-	-	952	821	1083	928	831	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	952	821	-	928	831	-
Stage 1	-	-	-	-	-	-	1022	895	-	953	844	-
Stage 2	-	-	-	-	-	-	964	836	-	1011	895	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	3.62	8.36	8.93
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1083	1597	-	-	1622	-	-	928
HCM Lane V/C Ratio	0.011	-	-	-	0.012	-	-	0.013
HCM Control Delay (s/veh)	8.4	0	-	-	7.2	-	-	8.9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	18
Future Vol, veh/h	0	0	0	0	0	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	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	10	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	1072	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1072	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	18	36
Future Vol, veh/h	0	0	0	0	18	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	20	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	39	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	1032	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1032	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

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

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	21	36	54	85	36
Future Vol, veh/h	21	21	36	54	85	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	23	39	59	92	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	249	112	132	0	-	0
Stage 1	112	-	-	-	-	-
Stage 2	137	-	-	-	-	-
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	740	941	1454	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	720	941	1454	-	-	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.68	3.02	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1454	-	816	-	-
HCM Lane V/C Ratio	0.027	-	0.056	-	-
HCM Control Delay (s/veh)	7.5	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	11	11	0	0	18	18	18	0	101	18
Future Vol, veh/h	11	0	11	11	0	0	18	18	18	0	101	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	12	12	0	0	20	20	20	0	110	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	178	198	120	178	198	29	129	0	0	39	0	0
Stage 1	120	120	-	68	68	-	-	-	-	-	-	-
Stage 2	59	78	-	110	129	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	784	698	932	784	698	1045	1456	-	-	1571	-	-
Stage 1	885	797	-	942	838	-	-	-	-	-	-	-
Stage 2	953	830	-	895	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	773	688	932	763	688	1045	1456	-	-	1571	-	-
Mov Cap-2 Maneuver	773	688	-	763	688	-	-	-	-	-	-	-
Stage 1	885	797	-	929	827	-	-	-	-	-	-	-
Stage 2	940	819	-	884	789	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.38	9.79	2.5	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1456	-	-	845	763	1571	-	-
HCM Lane V/C Ratio	0.013	-	-	0.028	0.016	-	-	-
HCM Control Delay (s/veh)	7.5	-	-	9.4	9.8	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	0	63	18	0	108
Future Vol, veh/h	11	0	63	18	0	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	68	20	0	117

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	196	78	0	0	88	0
Stage 1	78	-	-	-	-	-
Stage 2	117	-	-	-	-	-
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	793	982	-	-	1508	-
Stage 1	945	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	793	982	-	-	1508	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.61	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	793	1508	-
HCM Lane V/C Ratio	-	-	0.015	-	-
HCM Control Delay (s/veh)	-	-	9.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	193
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	129	63	116	45	164	23	122	21	352	208	12
Future Vol, veh/h	35	129	63	116	45	164	23	122	21	352	208	12
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	190	93	171	66	241	34	179	31	518	306	18
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

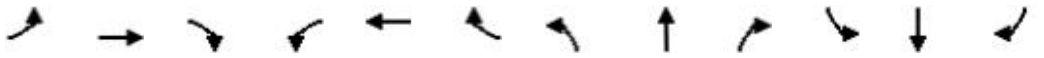
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	37.9	26.9	26.1	397.4
HCM LOS	E	D	D	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	14%	15%	100%	0%	62%
Vol Thru, %	73%	57%	0%	22%	36%
Vol Right, %	13%	28%	0%	78%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	166	227	116	209	572
LT Vol	23	35	116	0	352
Through Vol	122	129	0	45	208
RT Vol	21	63	0	164	12
Lane Flow Rate	244	334	171	307	841
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.569	0.746	0.42	0.666	1.822
Departure Headway (Hd)	10.333	10.224	10.894	9.791	7.796
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	352	357	333	372	471
Service Time	8.333	8.224	8.594	7.491	5.863
HCM Lane V/C Ratio	0.693	0.936	0.514	0.825	1.786
HCM Control Delay, s/veh	26.1	37.9	21.3	30	397.4
HCM Lane LOS	D	E	C	D	F
HCM 95th-tile Q	3.4	5.8	2	4.6	53

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	130	64	116	45	115	23	97	21	215	140	11
Future Volume (veh/h)	35	130	64	116	45	115	23	97	21	215	140	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	191	94	171	66	169	34	143	31	316	206	16
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	473	424	209	441	167	426	568	612	133	607	704	55
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1145	1183	582	1094	465	1191	1159	1489	323	1211	1713	133
Grp Volume(v), veh/h	51	0	285	171	0	235	34	0	174	316	0	222
Grp Sat Flow(s),veh/h/ln	1145	0	1766	1094	0	1656	1159	0	1812	1211	0	1846
Q Serve(g_s), s	1.4	0.0	4.8	5.5	0.0	4.1	0.8	0.0	2.4	9.0	0.0	3.1
Cycle Q Clear(g_c), s	5.5	0.0	4.8	10.3	0.0	4.1	3.9	0.0	2.4	11.4	0.0	3.1
Prop In Lane	1.00		0.33	1.00		0.72	1.00		0.18	1.00		0.07
Lane Grp Cap(c), veh/h	473	0	632	441	0	593	568	0	745	607	0	759
V/C Ratio(X)	0.11	0.00	0.45	0.39	0.00	0.40	0.06	0.00	0.23	0.52	0.00	0.29
Avail Cap(c_a), veh/h	736	0	1038	693	0	973	1820	0	2703	1915	0	2754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	9.6	13.5	0.0	9.4	9.0	0.0	7.5	11.2	0.0	7.7
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.6	0.0	0.4	0.0	0.0	0.2	0.7	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.5	1.2	0.0	1.2	0.2	0.0	0.7	1.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	0.0	10.1	14.1	0.0	9.8	9.0	0.0	7.6	11.9	0.0	7.9
LnGrp LOS	B		B	B		A	A		A	B		A
Approach Vol, veh/h		336			406			208			538	
Approach Delay, s/veh		10.3			11.6			7.9			10.2	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.5	18.5	20.5	18.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	58.1	22.9	58.1	22.9
Max Q Clear Time (g_c+I1), s	5.9	7.5	13.4	12.3
Green Ext Time (p_c), s	1.2	1.7	2.6	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	10.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	86	43	37	147	202	76	138	20	114	133	36
Future Volume (veh/h)	25	86	43	37	147	202	76	138	20	114	133	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	101	51	44	173	238	89	162	24	134	156	42
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	418	428	216	637	260	358	526	493	73	537	439	118
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	975	1172	592	1235	713	981	1185	1592	236	1198	1419	382
Grp Volume(v), veh/h	29	0	152	44	0	411	89	0	186	134	0	198
Grp Sat Flow(s),veh/h/ln	975	0	1764	1235	0	1694	1185	0	1828	1198	0	1802
Q Serve(g_s), s	0.7	0.0	1.7	0.7	0.0	5.6	1.7	0.0	2.2	2.7	0.0	2.4
Cycle Q Clear(g_c), s	6.3	0.0	1.7	2.4	0.0	5.6	4.1	0.0	2.2	4.8	0.0	2.4
Prop In Lane	1.00		0.34	1.00		0.58	1.00		0.13	1.00		0.21
Lane Grp Cap(c), veh/h	418	0	644	637	0	618	526	0	566	537	0	557
V/C Ratio(X)	0.07	0.00	0.24	0.07	0.00	0.67	0.17	0.00	0.33	0.25	0.00	0.36
Avail Cap(c_a), veh/h	870	0	1462	1210	0	1404	2651	0	3844	2685	0	3789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	0.0	6.1	6.9	0.0	7.4	9.0	0.0	7.3	9.2	0.0	7.4
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.0	1.2	0.2	0.0	0.3	0.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	0.1	0.0	1.3	0.3	0.0	0.5	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	0.0	6.3	7.0	0.0	8.6	9.1	0.0	7.7	9.4	0.0	7.8
LnGrp LOS	B		A	A		A	A		A	A		A
Approach Vol, veh/h		181			455			275			332	
Approach Delay, s/veh		6.9			8.4			8.1			8.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.0		14.6		13.0		14.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		58.1		22.9		58.1		22.9				
Max Q Clear Time (g_c+I1), s		6.1		8.3		6.8		7.6				
Green Ext Time (p_c), s		1.5		0.8		1.7		2.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.2									
HCM 7th LOS			A									

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	Boss Range Road	NB	SB	# OF APPROACH LANES:	1
MINOR STREET:	Wiley Road / Range Road	EB	WB	# OF APPROACH LANES:	1
CITY, STATE:	Justin, TX				
COMMENTS:	Buildout (2030) Volumes				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

			Boss Range Road			Wiley Road / Range Road		
			NB Approach	SB Approach	Total	EB Approach	WB Approach	Minor Street Heavy Leg
07:00 AM	TO	07:00 AM	120	364	484	227	276	276
08:00 AM	TO	08:00 AM	0	0	0	0	0	0
09:00 AM	TO	09:00 AM	0	0	0	0	0	0
10:00 AM	TO	10:00 AM	0	0	0	0	0	0
11:00 AM	TO	11:00 AM	0	0	0	0	0	0
12:00 PM	TO	12:00 PM	0	0	0	0	0	0
01:00 PM	TO	01:00 PM	0	0	0	0	0	0
02:00 PM	TO	02:00 PM	0	0	0	0	0	0
03:00 PM	TO	03:00 PM	0	0	0	0	0	0
04:00 PM	TO	04:00 PM	212	283	495	154	384	384
05:00 PM	TO	05:00 PM	0	0	0	0	0	0
06:00 PM	TO	06:00 PM	0	0	0	0	0	0
07:00 PM	TO	07:00 PM	0	0	0	0	0	0

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	Not Evaluated
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	Not Evaluated
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

01/21/25

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: **Boss Range Road** NB NB SB # OF APPROACH LANES: **1**

MINOR STREET: **Wiley Road / Range Road** EB WB # OF APPROACH LANES: **1**

CITY, STATE: **Justin, TX**

COMMENTS: Buildout (2030) Volumes

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**

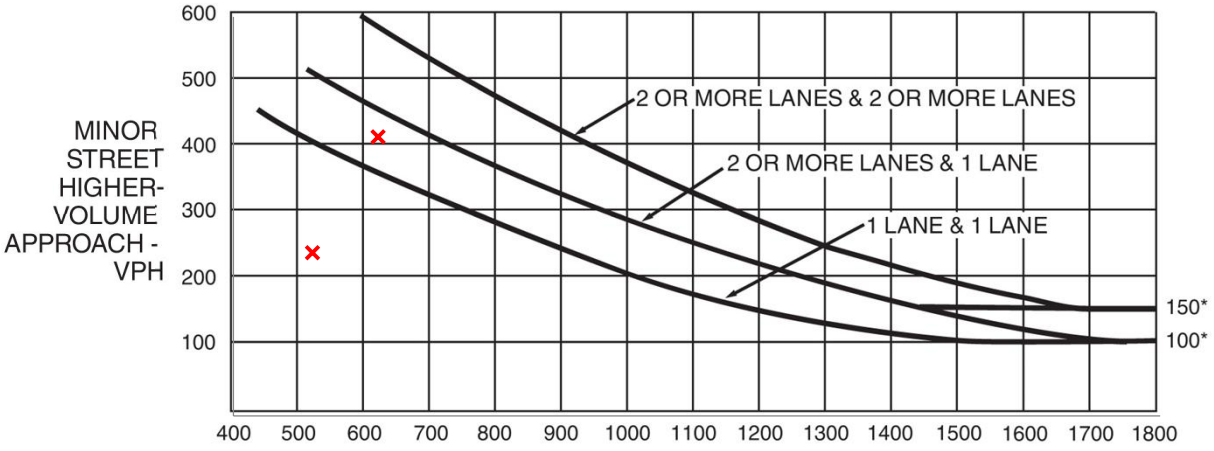
85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR **N**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**			
06:00 AM TO 07:00 AM	484	276		Y			Y		Y	Y	**Y**		Y		**Y**	
07:00 AM TO 08:00 AM	0	0														
08:00 AM TO 09:00 AM	0	0														
09:00 AM TO 10:00 AM	0	0														
10:00 AM TO 11:00 AM	0	0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM	0	0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM	0	0														
03:00 PM TO 04:00 PM	495	384		Y			Y		Y	Y	**Y**		Y		**Y**	
04:00 PM TO 05:00 PM	0	0														
05:00 PM TO 06:00 PM	0	0														
06:00 PM TO 07:00 PM	0	0														
	979	660	0	2	**0**	0	2	**0**	2	2	**2**	0	2	**0**	**2**	**0**
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**NOT SATISFIED**

01/21/25

Kimley-Horn and Associates, Inc.

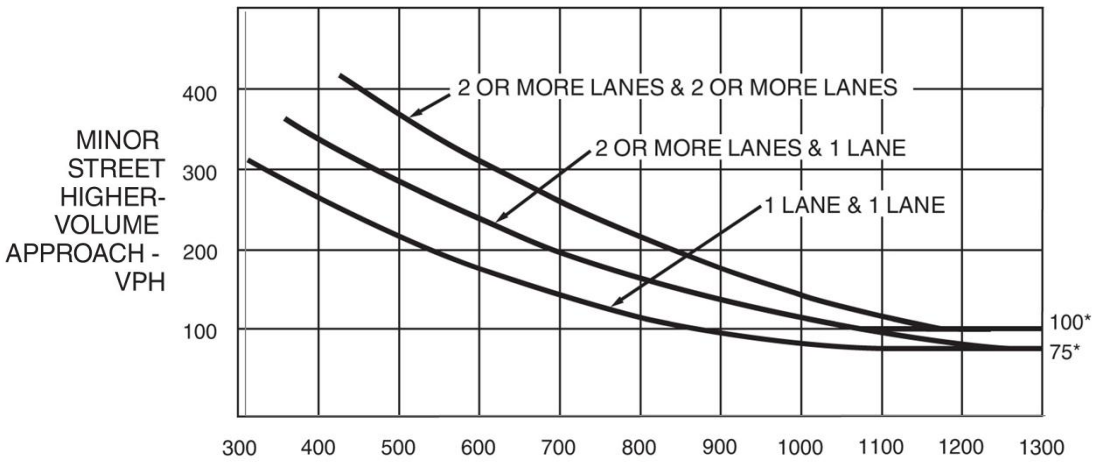
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

ORDINANCE NO. XXX-25

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF JUSTIN, TEXAS, AMENDING THE OFFICIAL ZONING MAP BY REZONING APPROXIMATELY 538.99 ACRES OF LAND, GENERALLY LOCATED SOUTH OF FM 407 AND WEST OF BOSS RANGE ROAD, FROM SF-2 (SINGLE-FAMILY RESIDENTIAL DISTRICT) TO PLANNED DEVELOPMENT (PD) DISTRICT TO BE KNOWN AS "CUESTA PD"; ADOPTING DEVELOPMENT REGULATIONS; PROVIDING FOR INCORPORATION OF PREMISES; PROVIDING FOR AMENDMENT OF ZONING MAP; PROVIDING A CUMULATIVE CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR ENGROSSMENT AND ENROLLMENT; PROVIDING A PENALTY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Justin, Texas (the "City") is a home-rule municipality with full power of local self-government pursuant to Article XI, Section 5 of the Texas Constitution and its Home Rule Charter; and

WHEREAS, the Planning and Zoning Commission and the City Council of the City of Justin, in compliance with the laws of the State of Texas and the ordinances of the City, have given the requisite notices by publication and otherwise, and have held public hearings and afforded full and fair hearings to all property owners generally and to all persons interested in and situated in the affected area; and

WHEREAS, the City Council has determined that this ordinance promotes the health, safety, morals, and general welfare of the City and its inhabitants and is in the best interest of the City and consistent with the City's Comprehensive Plan and Zoning Ordinance; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF JUSTIN, TEXAS, THAT:

SECTION 1. All of the above premises are hereby found to be true and correct legislative determinations of the City Council and are incorporated herein as if fully set forth herein.

SECTION 2. The official zoning map of the City of Justin is hereby amended to rezone approximately 538.99 acres of land, more particularly described in *Exhibit "A"* attached hereto and incorporated herein by reference, from **Single-Family Residential District (SF-2)** to **Planned Development District (PD)** to be known as the **Cuesta PD**, subject to the development regulations and Concept Plan attached hereto which are incorporated herein.

SECTION 3. That this Ordinance shall be cumulative of all other ordinances of the City of Justin, Texas, and this ordinance shall not operate to repeal or affect any such ordinance except so far as the provisions are inconsistent or in conflict, in which event such other ordinance is repealed.

SECTION 4. If any section, article, paragraph, sentence, clause, phrase or word in this ordinance, or application thereto any person or circumstances is held invalid or unconstitutional by a Court of competent jurisdiction, such holding shall not affect the validity of the remaining portions of this ordinance; and the City Council hereby declares it would have passed such remaining portions of the ordinance despite such invalidity, which remaining portions shall remain in full force and effect.

SECTION 5. The fact that the present ordinances and regulations of the City of Justin, Texas are inadequate to properly safeguard the health, safety, morals, peace and general welfare of the inhabitants of the City of Justin, Texas, creates an emergency for the immediate preservation of the public business, property, health, safety and general welfare of the public which requires that this ordinance shall become effective from and after the date of its passage, and it is accordingly so ordained.

.

DULY PASSED by the City Council of the City of Justin, Texas, on the xxth day of ____ 2025.

On first reading, the xx day of xx 2025.

On the second and final reading, the xx day of March 2025.

APPROVED:

_____
James Clark, Mayor

ATTEST:

_____
Amy Piukana, City Secretary

APPROVED AS TO FORM:

_____
City Attorney

Article 7 – Old Town Historic District

Section 52.701 - Establishment

The Old Town Historic Preservation District is hereby established with the boundaries described in Figure 7.1.



Figure 7.1

Section 52.702 - Modifications

Any modifications, demolitions, or new developments within the district shall require a Certificate of Appropriateness issued and approved by the City Council.

Section 52.703 - Regulations

The following guidelines shall apply to all structures and developments within the district:

1. Preservation of historic facades, materials, and architectural details;
2. Compatibility of new construction with the historic character of the district by matching architecture, site layout, materials, or functionality;
3. Use of historically appropriate materials and color schemes;
4. Encouragement of adaptive reuse of historic buildings;
5. Limitations on demolitions including a 60 day hold, requiring economic hardship justification and public hearings for approval;
6. Strict height, setback, and design requirements to maintain historic character based on the existing street building fabric;
7. All exterior alterations must conform to the district's historic design guidelines.

Section 52.704 – Incentives

The City may provide incentives, including grants and tax abatements, to property owners who engage in preservation efforts consistent with these guidelines.

ORDINANCE NO. 799-25

AN ORDINANCE OF THE CITY OF JUSTIN, TEXAS, ESTABLISHING THE OLD TOWN HISTORIC PRESERVATION DISTRICT; PROVIDING GUIDELINES FOR PRESERVATION AND DEVELOPMENT; PROVIDING FOR A REPEALER CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Justin, Texas, declares that the protection, preservation, and enhancement of architecturally significant and historic structures is necessary to promote the economic, cultural, educational, and general welfare of the City;

WHEREAS, the unique identity and history of the area described and identified herein has produced significant historic, architectural, and cultural resources; and

WHEREAS, the City Council finds that the establishment of the Old Town Historic Preservation District, will encourage preservation, economic development, and community identity; and

WHEREAS, all constitutional, statutory, and legal prerequisites for the passage of this Ordinance have been met, including but not limited to the Open Meetings Act; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF JUSTIN, TEXAS, THAT:

SECTION 1. That all matters stated in the preamble are found to be true and correct and are incorporated herein as if copied in their entirety.

SECTION 2. That chapter 52 of the City of Justin Code of Ordinances is hereby amended through the revision of Article 7:

"(a) The Old Town Historic Preservation District is hereby established with the boundaries described in Exhibit A.

(b) Any modifications, demolitions, or new developments within the district shall require a Certificate of Appropriateness issued and approved by the City Council.

(c) The following guidelines shall apply to all structures and developments within the district:

1. Preservation of historic facades, materials, and architectural details;

2. Compatibility of new construction with the historic character of the district by matching architecture, site layout, materials, or functionality;

3. Use of historically appropriate materials and color schemes;

4. Encouragement of adaptive reuse of historic buildings;

5. Limitations on demolitions including a 60 day hold, requiring economic hardship justification and public hearings for approval;

6. Strict height, setback, and design requirements to maintain historic character based on the existing street building fabric;

7. All exterior alterations must conform to the district's historic design guidelines.

(d) The City may provide incentives, including grants and tax abatements, to property owners who engage in preservation efforts consistent with these guidelines."

Commented [IG1]: How is compatibility defined and how will City Council know if it is compatible? Suggest adding something to help Council make that decision.

Commented [IG2]: Not sure how you enforce this, there is no permit for painting your building.

Commented [IG3]: Not a building code official, but there are allowances within the building code based on historic preservation. Can this be drafted in a way that the building official can have that qualify?

Commented [IG4]: Similar to comment above, how can we help Council with this decision.

SECTION 3. That this Ordinance shall be cumulative of all other ordinances of the City of Justin, Texas, and this ordinance shall not operate to repeal or affect any such ordinance except so far as the provisions are inconsistent or in conflict, in which event such other ordinance is repealed.

SECTION 4. If any section, article, paragraph, sentence, clause, phrase or word in this ordinance, or application thereto any person or circumstances is held invalid or unconstitutional by a Court of competent jurisdiction, such holding shall not affect the validity of the remaining portions of this ordinance; and the City Council hereby declares it would have passed such remaining portions of the ordinance despite such invalidity, which remaining portions shall remain in full force and effect.

SECTION 5. The fact that the present ordinances and regulations of the City of Justin, Texas are inadequate to properly safeguard the health, safety, morals, peace and general welfare of the inhabitants of the City of Justin, Texas, creates an emergency for the immediate preservation of the public business, property, health, safety and general welfare of the public which requires that this ordinance shall become effective from and after the date of its passage, and it is accordingly so ordained.

.

DULY PASSED by the City Council of the City of Justin, Texas, on the ~~8~~27~~th~~ day of ~~March~~ May 2025.

On first reading, the 27th day of March 2025.

On the second and final reading, the 10h day of April 2025.

APPROVED:

_____
James Clark, Mayor

ATTEST:

_____
Amy Piukana, City Secretary

APPROVED AS TO FORM:

_____
City Attorney