

corridor development program team and included in **Appendix E**. The 2011 traffic counts also collected the percentage of heavy vehicles traveling along FM 969 at selected locations. Existing ADT counts on FM 969 show traffic volumes gradually increase from the east to the west. As shown in **Figure 24**, the ADT is less than 5,000 per day close to the Village of Webberville and increases to over 24,000 as the FM 969 corridor approaches US 183. The percentage of trucks decreases from the east to the west from 12% east of Hunters Bend Road to 7% west of Decker Lane.

The 2011 traffic counts on FM 969 show a strong directionality of traffic – with higher westbound traffic during AM peak periods and higher eastbound traffic during PM peak periods. In general, the AM peak hour is between 7 AM and 8 AM and occurs earlier further east of SH 130. The PM peak traffic is not as condensed as that of the AM peak period, and the peak hour is generally between 5 PM and 6 PM.

### 3.11 TRAFFIC OPERATIONS ANALYSIS

After collecting existing traffic data, the ADTs were used to analyze the peak hour performance of FM 969. Two types of analysis were performed—intersection analysis and multilane highway analysis. For both analyses, the performance of the intersection or highway segment of interest is characterized by a Level of Service (LOS) between A and F. LOS A signifies conditions where vehicles experience very little delay, whereas LOS F refers to a situation where long queues of vehicles experience severe delay and low vehicle speeds.

Two methods were used for determining intersection LOS. Signalized intersections analysis used an average delay for all approaches. Unsignalized intersections utilized control delay experienced by a critical minor movement. **Table 14** shows all

signalized intersections analyzed, including the LOS for both AM and PM peak hours.

**TABLE 14 – Existing Level of Service at Signalized Intersections Within FM 969 Corridor**

Signalized Intersections	Existing	
	AM	PM
FM 969 and Tannehill Lane	A	B
FM 969 and US 183 South	C	F
FM 969 and US 183 North	F	F
FM 969 and Craigwood Drive	A	A
FM 969 and Johnny Morris Road	C	C
FM 969 and Decker Lane	F	C
FM 969 and Imperial Drive	A	A
FM 969 and FM 973	B	C
FM 969 and Gilbert Road	A	B
FM 969 and Hound Dog Trail	C	C
FM 969 and Hunters Bend Road	F	D

Based on the calculated LOS, operations at the intersections of FM 969 at US 183 frontage roads, Decker Lane, and Hunters Bend Road are unsatisfactory. Also, the intersections of FM 969 and the SH 130 frontage roads are approaching capacity under stop control, which indicates a traffic signal may be needed. Even though the intersection of FM 969 and Gilbert Road from FM 969 to Westall Street is at a satisfactory LOS, the traffic signal at that location should be changed from peak hour operations to full day operations when the Gilbert Road extension is completed by Travis County. Finally, the LOS at FM 969 and Craigwood Drive is misrepresented due to the limitations within the analysis tool SYNCHRO. The true LOS is unsatisfactory during the AM peak hour as can be seen from the long standing queue shown in **Figure 25**. The queue