

2030 At-Grade CAP-X Results - Research Forest Drive														
At Grade Alternatives	AM Peak Hour						PM Peak Hour						Evaluation Status	Reason for Recommendation
	Zone 1 (N)	Zone 2 (S)	Zone 3 (E)	Zone 4 (W)	Zone 5 (Center)	Overall v/c	Zone 1 (N)	Zone 2 (S)	Zone 3 (E)	Zone 4 (W)	Zone 5 (Center)	Overall v/c		
Conventional (6-lane RFD)					0.80	0.80					0.82	0.82	Additional Modeling Recommended	
Conventional Shared RT LN (6-lane RFD)					0.83	0.83					0.88	0.88	Consider Dismissal by Project Team	Conventional provides better operations
Quadrant Roadway SW		0.57		0.55	0.63	0.63		0.71		0.62	0.61	0.71	Additional Modeling Recommended	
Quadrant Roadway NE	0.61		0.65		0.65	0.65	0.62				0.77	0.77	Consider Dismissal by Project Team	Large anticipated real estate impacts
Quadrant Roadway SE		0.57	0.57		0.70	0.70		0.81	0.81		0.70	0.81	Consider Dismissal by Project Team	Large anticipated real estate impacts
Quadrant Roadway NW	0.53			0.51	0.70	0.70	0.60				0.70	0.66	Consider Dismissal by Project Team	Large anticipated real estate impacts
Partial Displaced LT N-S	0.29	0.52			0.71	0.71	0.30	0.49			0.67	0.67	Additional Modeling Recommended	
Partial Displaced LT E-W			0.47	0.52	0.66	0.66			0.39	0.59	0.70	0.70	Consider Dismissal by Project Team	Partial DLT N-S provides better accommodation for heavy NBL
Displaced LT	0.17	0.39	0.61	0.52	0.51	0.61	0.18	0.59	0.46	0.59	0.79	0.79	Consider Dismissal by Project Team	Large anticipated real estate impacts and Partial DLT (N-S) acceptable operations operations
Restricted Crossing U-Turn N-S	0.96	0.88	1.84	1.26		1.84	0.89	1.03	1.80	1.20		1.80	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Restricted Crossing U-Turn E-W	0.59	0.51	0.67	0.63		0.67	0.70	0.63	0.77	0.54		0.77	Consider Dismissal by Project Team	Median U-turn provides better operations
Median U-Turn N-S	0.44	0.41			0.51	0.51	0.54	0.59			0.70	0.70	Additional Modeling Recommended	
Median U-Turn E-W			0.66	0.69	0.59	0.69			0.75	0.54	0.75	0.75	Consider Dismissal by Project Team	Median U-turn N-S provides better operations
Partial Median U-Turn N-S	0.28	0.26			0.68	0.68	0.46	0.45			0.83	0.83	Consider Dismissal by Project Team	Median U-turn provides better operations
Partial Median U-Turn E-W			0.56	0.66	0.68	0.68			0.48	0.50	0.83	0.83	Consider Dismissal by Project Team	Median U-turn provides better operations

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	Zone 1 (N)	Zone 2 (S)	Zone 3 (E)	Zone 4 (W)	Zone 5 (Center)	Overall v/c	Zone 1 (N)	Zone 2 (S)	Zone 3 (E)	Zone 4 (W)	Zone 5 (Center)	Overall v/c		
Conventional (6-lane RFD)					0.81	0.81					0.89	0.89	Additional Modeling Recommended	
Conventional Shared RT LN (6-lane RFD)					0.93	0.93					1.00	1.00	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Quadrant Roadway SW		0.64		0.61	0.71	0.71		0.81		0.70	0.69	0.81	Additional Modeling Recommended	
Quadrant Roadway NE	0.70		0.73		0.74	0.74	0.70			0.66	0.70	0.87	Consider Dismissal by Project Team	Large anticipated real estate impacts
Quadrant Roadway SE		0.64	0.64		0.79	0.79		0.91	0.91		0.78	0.91	Consider Dismissal by Project Team	Large anticipated real estate impacts
Quadrant Roadway NW	0.60			0.58	0.80	0.80	0.68				0.79	0.75	Consider Dismissal by Project Team	Large anticipated real estate impacts
Partial Displaced LT N-S	0.33	0.59			0.80	0.80	0.35	0.56			0.76	0.76	Additional Modeling Recommended	
Partial Displaced LT E-W			0.53	0.58	0.75	0.75			0.44	0.66	0.79	0.79	Consider Dismissal by Project Team	Partial DLT N-S provides better accommodation for heavy NBL
Displaced LT	0.19	0.35	0.68	0.58	0.55	0.68	0.20	0.41	0.51	0.66	0.63	0.66	Consider Dismissal by Project Team	Large anticipated real estate impacts and Partial DLT (N-S) acceptable operations operations
Restricted Crossing U-Turn N-S	1.08	0.99	2.05	1.40		2.05	1.00	1.16	2.01	1.33		2.01	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Restricted Crossing U-Turn E-W	0.67	0.58	0.75	0.71		0.75	0.79	0.71	0.87	0.61		0.87	Consider Dismissal by Project Team	Median U-turn provides better operations
Median U-Turn N-S	0.50	0.47			0.58	0.58	0.61	0.67			0.79	0.79	Additional Modeling Recommended	
Median U-Turn E-W			0.74	0.77	0.67	0.77			0.84	0.60	0.84	0.84	Consider Dismissal by Project Team	Median U-turn N-S provides better operations
Partial Median U-Turn N-S	0.32	0.30			0.76	0.76	0.52	0.52			0.93	0.93	Consider Dismissal by Project Team	Median U-turn provides better operations
Partial Median U-Turn E-W			0.62	0.74	0.76	0.76			0.53	0.57	0.93	0.93	Consider Dismissal by Project Team	Median U-turn provides better operations

2045 Grade Separated CAP-X Results - Research Forest Drive

At Grade Alternatives	AM Peak Hour							PM Peak Hour							Evaluation Status	Reason for Recommendation
	Zone 1 (Rt Mrg)	Zone 2 (Lt Mrg)	Zone 3 (Ctr. 1)	Zone 4 (Ctr. 2)	Zone 5 (Lt Mrg)	Zone 6 (Lt Mrg)	Overall v/c	Zone 1 (Rt Mrg)	Zone 2 (Lt Mrg)	Zone 3 (Ctr. 1)	Zone 4 (Ctr. 2)	Zone 5 (Lt Mrg)	Zone 6 (Lt Mrg)	Overall v/c		
Diamond N-S			0.70	0.68			0.70			0.70	0.52			0.75	Additional Modeling Recommended	
Diamond E-W			0.62	0.64			0.64			0.75	0.67			0.75	Consider Dismissal by Project Team	Does not remove heavy RFD thru traffic from signals
Double Crossover Diamond N-S	0.36	0.43	0.26	0.42	0.31	0.49	0.49	0.26	0.26	0.25	0.48	0.46	0.30	0.48	Additional Modeling Recommended	
Double Crossover Diamond E-W	0.62	0.84	0.45	0.57	0.84	0.54	0.84	0.78	0.92	0.44	0.68	0.78	0.63	0.92	Consider Dismissal by Project Team	Does not remove heavy RFD thru traffic from signals
Single Point N-S	0.52		0.51			0.52	0.52	0.42		0.81			0.32	0.81	Consider Dismissal by Project Team	Diamond and DCD provide better operations
Single Point E-W	0.62		0.79			0.54	0.79	0.78		0.78			0.63	0.78	Consider Dismissal by Project Team	Does not remove heavy RFD thru traffic from signals

2030 At-Grade CAP-X Results - Lake Woodlands Drive														
At Grade Alternatives	AM Peak Hour						PM Peak Hour						Evaluation Status	Reason for Recommendation
	Zone 1 (N)	Zone 2 (S)	Zone 3 (E)	Zone 4 (W)	Zone 5 (Center)	Overall v/c	Zone 1 (N)	Zone 2 (S)	Zone 3 (E)	Zone 4 (W)	Zone 5 (Center)	Overall v/c		
Conventional (4-lane LWB)					0.76	0.76					0.92	0.92	Additional Modeling Recommended	
Conventional Shared RT LN (4-lane LWB)					1.05	1.05					1.22	1.22	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Quadrant Roadway SW		0.44		0.53	0.70	0.70		0.58		0.76	0.79	0.79	Consider Dismissal by Project Team	Large anticipated real estate impacts
Quadrant Roadway NE	0.67		0.54		0.90	0.90	0.57		0.72		1.06	1.06	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Quadrant Roadway SE		0.45	0.45		0.78	0.78		0.62	0.62		0.93	0.93	Consider Dismissal by Project Team	Quadrant SW provides better operations
Quadrant Roadway NW	0.47			0.55	0.83	0.83	0.54		0.86		0.95	0.95	Consider Dismissal by Project Team	Quadrant SW provides better operations
Partial Displaced LT N-S	0.36	0.37			0.70	0.70	0.41	0.55			0.70	0.70	Additional Modeling Recommended	
Partial Displaced LT E-W			0.33	0.56	0.71	0.71			0.52	0.63	0.86	0.86	Consider Dismissal by Project Team	Partial DLT (N-S) provides better operations
Displaced LT	0.36	0.37	0.38	0.56	0.66	0.66	0.41	0.55	0.61	0.63	0.63	0.63	Consider Dismissal by Project Team	Large anticipated real estate impacts and Partial DLT (N-S) provides similar operations
Restricted Crossing U-Turn N-S	0.78	0.80	1.19	1.25	1.25	1.25	0.95	1.03	1.53	1.48		1.53	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Restricted Crossing U-Turn E-W	0.70	0.76	1.08	0.69	1.08	1.08	0.90	0.98	1.08	0.98		1.08	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Median U-Turn N-S	0.46	0.54			0.78	0.78	0.73	0.68			0.86	0.86	Consider Dismissal by Project Team	Median U-turn E-W is a better fit for existing R/W
Median U-Turn E-W			0.77	0.51	0.70	0.77			0.80	0.78	0.87	0.87	Additional Modeling Recommended	
Partial Median U-Turn N-S	0.40	0.55			0.76	0.76	0.63	0.77			0.94	0.94	Consider Dismissal by Project Team	Median U-turn provides better operations
Partial Median U-Turn E-W			0.64	0.53	0.76	0.76			0.54	0.78	0.94	0.94	Consider Dismissal by Project Team	Median U-turn provides better operations

2045 At-Grade CAP-X Results - Lake Woodlands Drive														
At Grade Alternatives	AM Peak Hour						PM Peak Hour						Evaluation Status	Reason for Dismissal
	Zone 1 (N)	Zone 2 (S)	Zone 3 (E)	Zone 4 (W)	Zone 5 (Center)	Overall v/c	Zone 1 (N)	Zone 2 (S)	Zone 3 (E)	Zone 4 (W)	Zone 5 (Center)	Overall v/c		
Conventional (6-lane LWB)					0.77	0.77					0.93	0.93	Additional Modeling Recommended	
Conventional Shared RT LN (6-lane LWB)					0.97	0.97					1.14	1.14	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Quadrant Roadway SW		0.50		0.50	0.78	0.78		0.81		0.82	0.87	0.87	Consider Dismissal by Project Team	Large anticipated real estate impacts
Quadrant Roadway NE	0.76		0.59		1.00	1.00	0.65		0.78		1.18	1.18	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Quadrant Roadway SE		0.51	0.51		0.86	0.86		0.70	0.70		1.03	1.03	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Quadrant Roadway NW	0.53			0.59	0.92	0.92	0.59		0.93		1.07	1.07	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Partial Displaced LT N-S	0.42	0.42			0.78	0.78	0.47	0.62			0.76	0.76	Additional Modeling Recommended	
Partial Displaced LT E-W			0.35	0.60	0.78	0.78			0.56	0.68	0.95	0.95	Consider Dismissal by Project Team	Partial DLT (N-S) provides better operations
Displaced LT	0.42	0.42	0.41	0.60	0.72	0.72	0.47	0.62	0.65	0.68	0.70	0.70	Consider Dismissal by Project Team	Large anticipated real estate impacts and Partial DLT (N-S) provides similar operations
Restricted Crossing U-Turn N-S	0.85	0.88	1.28	1.34	1.34	1.34	1.04	1.13	1.63	1.58		1.63	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Restricted Crossing U-Turn E-W	0.76	0.86	1.19	0.76	1.19	1.19	0.98	1.11	1.20	1.08		1.20	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Median U-Turn N-S	0.52	0.61			0.86	0.86	0.82	0.77			0.94	0.94	Consider Dismissal by Project Team	Median U-turn E-W is a better fit for existing R/W
Median U-Turn E-W			0.83	0.55	0.78	0.83			0.87	0.84	0.94	0.94	Additional Modeling Recommended	
Partial Median U-Turn N-S	0.45	0.63			0.83	0.83	0.71	0.87			1.04	1.04	Consider Dismissal by Project Team	Overall LOS greater than 1.00
Partial Median U-Turn E-W			0.69	0.57	0.83	0.83			0.58	0.84	1.04	1.04	Consider Dismissal by Project Team	Overall LOS greater than 1.00

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	Zone 1 (Rt Mrg)	Zone 2 (Lt Mrg)	Zone 3 (Ctr. 1)	Zone 4 (Ctr. 2)	Zone 5 (Lt Mrg)	Zone 6 (Lt Mrg)	Overall v/c	Zone 1 (Rt Mrg)	Zone 2 (Lt Mrg)	Zone 3 (Ctr. 1)	Zone 4 (Ctr. 2)	Zone 5 (Lt Mrg)	Zone 6 (Lt Mrg)	Overall v/c		
Diamond N-S			0.54	0.43			0.54			0.71	0.57			0.71	Consider Dismissal by Project Team	
Diamond E-W			0.49	0.64			0.64			0.74	0.84			0.84	Consider Dismissal by Project Team	Does not remove heavy LWD thru traffic from signals
Double Crossover Diamond N-S	0.57	0.37	0.49	0.58	0.36	0.44	0.58	0.29	0.55	0.56	0.71	0.36	0.61	0.71	Consider Dismissal by Project Team	Diamond and Single Point provide better operations.
Double Crossover Diamond E-W	0.40	0.64	0.36	0.45	0.60	0.48	0.64	0.54	0.83	0.58	0.59	0.81	0.77	0.83	Consider Dismissal by Project Team	Does not remove heavy LWD thru traffic from signals
Single Point N-S	0.72		0.52			0.46	0.72	0.40		0.62			0.64	0.64	Additional Modeling Recommended	
Single Point E-W	0.58		0.61			0.48	0.61	0.76		0.76			0.77	0.77	Consider Dismissal by Project Team	Does not remove heavy LWD thru traffic from signals