



Concern #1

Increased Traffic

- Samaritan was constructed to a 60' wide ROW, with 44' pavement width, designed to carry 12,000 vehicles
- Grass Hill – was existing but was widened to same as Seneca in improved portion, unimproved portion to be reconstructed at time of platting
- William Rancher – will be required to be widened and constructed to 50' ROW and 30' pavement width
- Aids Drive would be removed and Seneca continued through to the undeveloped areas
- Samaritan – would require either widening or removal. If widened, would be to same as William Rancher.



Traffic Impact Analysis

TRIP GENERATION FOR R1										
ITE CODE	WEEKDAY 24 HR		WEEKDAY AM PEAK		WEEKDAY PM PEAK		SATURDAY 24 HR		SATURDAY PEAK	
210	SINGLE-FAMILY DETACHED HOUSING									
RATE/UNIT	9.57		0.77		1.02		10.1		0.94	
UNITS	359		359		359		359		359	
TRIPS	3436		276		366		3626		337	
% ENTER/ EXIT	50%	50%	26%	74%	64%	36%	50%	50%	54%	46%
# ENTER/ EXIT	1718	1718	72	205	234	132	1813	1813	182	155

TRIP GENERATION FOR R6										
ITE CODE	WEEKDAY 24 HR		WEEKDAY AM PEAK		WEEKDAY PM PEAK		SATURDAY 24 HR		SATURDAY PEAK	
210	SINGLE-FAMILY DETACHED HOUSING									
RATE/UNIT	9.57		0.77		1.02		10.1		0.94	
UNITS	558		558		558		558		558	
TRIPS	5340		430		569		5636		525	
% ENTER/ EXIT	50%	50%	26%	74%	64%	36%	50%	50%	54%	46%
# ENTER/ EXIT	2670	2670	112	318	364	205	2818	2818	283	241



Traffic Impact Analysis

TRIP DISTRIBUTION FOR R1						TXDOT RECOMMENDATION (VPD)	% OF CAP. UTILIZED	
STREET		AM DIRECTION		PM DIRECTION				WEEKEND 24 HR
		ENTER	EXIT	ENTER	EXIT			
SENECA DRIVE	75%	54	153	176	99	2719	22.7%	
GRASS HILL DRIVE	25%	18	51	59	33	906	7.6%	

TRIP DISTRIBUTION FOR R6						TXDOT RECOMMENDATION (VPD)	% OF CAP. UTILIZED	
STREET		AM DIRECTION		PM DIRECTION				WEEKDAY 24 HR
		ENTER	EXIT	ENTER	EXIT			
SENECA DRIVE	75%	84	238	273	154	4227	35.2%	
GRASS HILL DRIVE	25%	28	79	91	51	1409	11.7%	



Traffic Impact Analysis

- Vehicles per day along Seneca would result in the street being used as follows:
 - R-1 = 22.7% of max capacity
 - R-6 = 35.2% of max capacity
- Vehicles per day along Grass Hill would result in the street being used as follows:
 - R-1 = 7.6% of max capability
 - R-6 = 11.7% of maximum capability
- Change in levels of service of the two streets at Bandera Road would be minimal with the addition of maximum R-1 or R-6 build out