





































	Period	AM 07:00 - 09:00					
	Interval						
g	Case	No-Build	Roundabout	Difference	% difference		
าร	FM 518 EB	236.2	168.3	-67.9	-299		
	FM 518 WB	278.1	249.5	-28.6	-10		
	Halbert McLean NB	2153.2	352.0	-1801.2	-84		
	Halbert McLean SB	698.2	192.2	-506.0	-72		
	Walnut WB	6658.7	432.7	-6226.0	-94		
	Period	Midday					
	Interval	12:00 - 14:00					
	Case	No-Build	Roundabout	Difference	% difference		
	FM 518 EB	173.3	151.9	-21.3	-12		
	FM 518 WB	229.4	216.7	-12.7	-6'		
	Halbert McLean NB	1095.1	205.1	-890.0	-81		
	Halbert McLean SB	621.8	175.7	-446.1	-72		
	Walnut WB	4444.0	256.7	-4187.3	-94		
	Period	PM					
	Interval	16:30 - 18:00					
	Case	No-Build	Roundabout	Difference	% difference		
	FM 518 EB	201.7	158.8	-42.9	-219		
	FM 518 WB	299.1	276.8	-22.3	-79		
	Halbert McLean NB	1116.2	230.0	-886.1	-79		
	Halbert McLean SB	874.7	271.8	-602.9	-69		
	Walnut WB	6629.3	366.7	-6262.7	-949		
		Average Tr	avel Time (sec	/veh/mile)			



	Period	AM					
	Interval	07:00 - 09:00					
isting	Case	No-Build	Roundabout	Difference	% difference		
ditions	FM 518 EB	20.7	26.4	5.7	28%		
	FM 518 WB	16.3	18.1	1.8	11%		
	Halbert McLean NB	2.9	14.9	12.0	413%		
raffic	Halbert McLean SB	9.7	22.5	12.9	133%		
Control	Walnut WB	0.9	12.2	11.3	1313%		
	Period	Midday					
	Interval	12:00 - 14:00					
raffic	Case	No-Build	Roundabout	Difference	% difference		
lumes	FM 518 EB	27.3	30.0	2.8	10%		
	FM 518 WB	20.5	21.8	1.3	6%		
roposed	Halbert McLean NB	4.4	21.6	17.2	> 395%		
	Halbert McLean SB	9.2	24.7	15.5	169%		
onditions	Walnut WB	1.9	17.6	15.6	803%		
	Period	PM					
1.00	Interval	16:30 - 18:00					
	Case	No-Build	Roundabout	Difference	% difference		
alysis	FM 518 EB	23.2	27.0	3.8	16%		
	FM 518 WB	15.2	16.9	1.7	11%		
aluciona	Halbert McLean NB	4.8	19.8	15.0	<b>□</b> → 311%		
iciusions	Halbert McLean SB	7.8	18.8	11.0	142%		
	Walnut WB	1.1	14.2	13.1	1227%		
		Avera	ne Travel Snee	d (mnh)			





