

< *TRAFFIC ANALYSIS - SUMMARY* >

**Background**

The proposed AMD campus is located on the southeast corner of the intersection of William Cannon Drive and Southwest Parkway in Austin, Texas. The proposed development will consist of 860,000 square feet of office park and is anticipated to be complete by 2008. Access to the site is proposed via one driveway on Southwest Parkway, one driveway on William Cannon Drive, and three driveways on the under construction Rialto Boulevard.

Based on recommendations and data contained in the Institute of Transportation Engineers' (ITE) Trip Generation, the proposed project will generate approximately 9,370 daily trips, 1,320 AM peak hour trips, and 1,147 PM peak hour trips. This estimate is based on the construction of the total square footage of 860,000 square feet at an employee density of approximately 337 square feet per employee or a maximum of 2,550 employees. The estimated daily and peak hour trips to the site include employee trips as well as trips to be made by vendors and attendant services to AMD. Table 1 provides a summary of estimated traffic production, which is directly related to the proposed office land use, and for purposes of comparison, trip generation estimates are also included for a potential retail shopping center.

**Table 1**

*Daily and Peak Hour Trip Generation Comparison*

| Land Use        | FAR   | Size (SF) | 24 Hour Two Way Volume | AM Peak Hour | PM Peak Hour |
|-----------------|-------|-----------|------------------------|--------------|--------------|
| Office Park     | 0.336 | 860,000   | 9,370                  | 1,320        | 1,147        |
| Shopping Center | 0.112 | 287,000   | 13,476                 | 295          | 1,256        |

Assumptions

1. The Floor Area Ratio (FAR) calculated from site acreage.
2. The shopping center size was based on representative densities for retail projects in the area.

**Local Evaluation**

The impact of the proposed development on existing area intersections was analyzed. Three time periods and travel conditions were evaluated: 2005 Existing Conditions, 2008 Forecasted Conditions (background traffic only), and 2008 Site Plus Forecasted Conditions (background plus site traffic).

The TIA analyzed seventeen intersections within the study area. All of these intersections operate at an acceptable level of service (LOS) under existing conditions except SH 71 and Southwest

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Parkway and US 290 and William Cannon. Improvements are planned or recommended to relieve the congestion for existing and future background conditions. With the addition of AMD site traffic, all intersections will continue to operate at an acceptable LOS with the exception of Southwest Parkway and Mission Oaks Drive. Installation of a traffic signal will allow this intersection to operate at an acceptable LOS with the addition of AMD site traffic. However, installation of a traffic signal at this location is subject to meeting signal warrants as per the Manual for Uniform Traffic Control Devices (MUTCD). With the completion of the planned upgrade of US 290 to a tollway with frontage roads by 2009, the LOS will improve to acceptable conditions with or without AMD. Table 2 shows the resulting Levels of Service for each intersection under each condition.

**Table 2.**  
*Intersection Level of Service*

| Intersection                                       | 2005 Existing |    | 2008 Forecasted |        | 2008 Site + Forecasted |        |
|--|---------------|----|-----------------|--------|------------------------|--------|
|  | AM            | PM | AM              | PM     | AM                     | PM     |
| Loop 1 EFR and Southwest Pkwy.                     | B             | C  | B               | C      | C                      | C      |
| Loop 1 WFR and Southwest Pkwy.                     | B             | B  | B               | B      | B                      | B      |
| SH 71 and Southwest Pkwy.                          | F             | D  | C               | C      | C                      | C      |
| William Cannon Drive and US 290                    | F             | F  | F/B-B*          | F/C-B* | F/B-C*                 | F/C-C* |
| William Cannon Drive and Southwest Pkwy.           | A             | B  | B               | B      | B                      | B      |
| Foster Ranch Rd. and Southwest Pkwy.               | B             | B  | B               | B      | C                      | C      |
| Mission Oaks Blvd. and Southwest Pkwy.             | A             | A  | C               | A      | A                      | A      |
| Republic of Texas Blvd. and Southwest Pkwy.        | D             | B  | D               | B      | D                      | C      |
| Travis Cook/Barton Creek Blvd. and Southwest Pkwy. | D             | D  | D               | D      | D                      | D      |
| Mirador Drive and Southwest Pkwy.                  | A             | A  | A               | A      | A                      | A      |
| Rialto Blvd. and Southwest Pkwy.                   | -             | -  | -               | -      | A                      | A      |
| Rialto Blvd. and William Cannon Drive              | -             | -  | -               | -      | A                      | B      |
| Southwest Parkway and Driveway A                   | -             | -  | -               | -      | A                      | A      |
| Driveway B and William Cannon Drive                | -             | -  | -               | -      | A                      | A      |
| Driveway C and Rialto Boulevard                    | -             | -  | -               | -      | A                      | A      |
| Driveway D and Rialto Boulevard                    | -             | -  | -               | -      | A                      | A      |
| Driveway E and Rialto Boulevard                    | -             | -  | -               | -      | A                      | A      |

\*2009 Level of Service assumes completion of proposed TxDOT interchange (2 intersections)

A capacity analysis was performed for Southwest Parkway, east and west of William Cannon Drive. The existing average daily traffic (ADT) on Southwest Parkway was obtained through traffic counts conducted during this study. Traffic counts on Southwest Parkway, east and west of William Cannon Drive recorded 23,184 vehicles per day (vpd) and 19,809 vpd, respectively. As per the Austin Transportation Criteria Manual, a six-lane divided roadway has a capacity of 53,250 vpd. The site plus forecasted traffic volumes would be well below the capacity of Southwest Parkway. Total traffic volumes in 2008 with the proposed AMD campus will occupy approximately 61 percent of the available capacity on Southwest Parkway east of William Cannon Drive. Total traffic volumes in 2008 with the proposed AMD campus will occupy approximately 48 percent of the available capacity on Southwest Parkway west of William Cannon Drive. The 2008 traffic projections included background growth as well as several planned development projects along Southwest Parkway.

It should be noted that the majority of traffic generated by the AMD campus would flow in the opposite direction of the majority of traffic during peak periods. Existing traffic counts on Southwest Parkway indicate that there is a 40 percent and 60 percent split for vehicles traveling westbound and eastbound, respectively in the AM peak hour. This travel pattern is reversed in the PM peak hour. The majority of traffic generated by the AMD campus will travel westbound during the AM peak hour when only 40 percent of the traffic volume is also traveling westbound. Therefore, traffic would be easily absorbed by existing capacity of Southwest Parkway. Therefore, the additional traffic on Southwest Parkway results in only a small increase in delay because the additional traffic is absorbed by existing capacity on Southwest Parkway.

## **Regional Evaluation**

The proposed AMD site was analyzed on a regional perspective compared to the existing site located on SH 71, east of IH 35, as well as a couple of other potential locations. Pursuant a confidentiality agreement, the Staubach Company provided employee location information for all AMD employees, approximately 1,900. The analysis of the employee survey information concluded the following:

- The Lantana site reduces VMT on critical roadways compared to the existing, Lockheed, Mueller Airport, and Davenport San Clemente sites. As compared to the existing site the Lantana site reduces the VMT on critical roadways by 40 percent.
- The Lantana site will not increase river crossings on IH 35, Loop 1, US 183, and Loop 360 compared to the existing site.
- The existing site and the Lantana site result in a lower number of river crossings per day compared to the Mueller Airport and Davenport San Clemente sites.
- 33 percent and 67 percent of AMD employees live north and south of the Colorado River, respectively.
- 86 percent and 14 percent of AMD employees live west and east of IH 35, respectively.
- The Lantana site reduces the overall VMT by 16 percent, as compared to the existing site.
- The Lantana site reduces the overall daily emissions by 7 percent, as compared to the existing site.