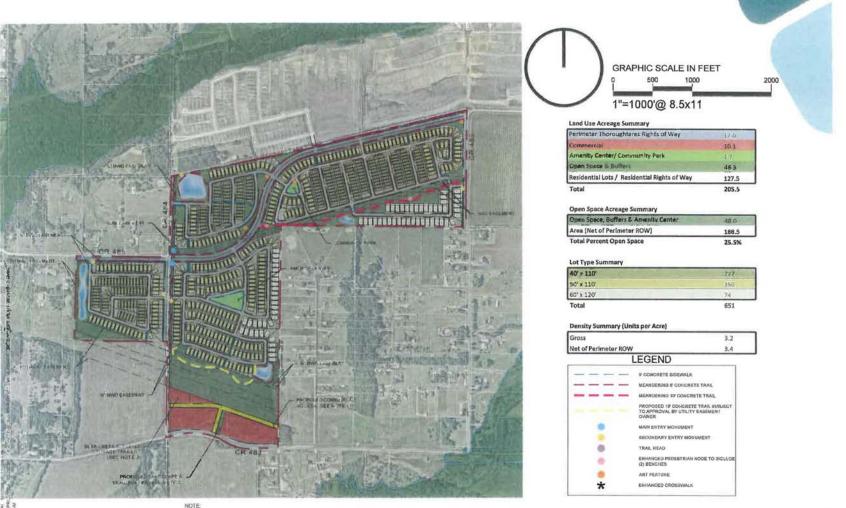


<u>Exhibit B</u> <u>Concept Plan</u>

(see next page)

City of Lavon Meritage/McCartney-Webb Development Agreement - Exhibit B



NOTE

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PLOTTED BY DWG NAME LAST SAVED

CONCEPT PLAN

Lavon, Texas August 2021

Lavon Tract

1. ACCESS VIA PUBLIC R.O.W. OR FIRE LANE SHALL BE PROVIDED THROUGH COMMERCIAL TRACT AS GENERALLY SHOWN, EXACT LOCATIONS AND ALIGNMENTS TO BE DETERMINED AT TIME OF SITE PLANNING OF THE COMMERCIAL TRACT.

2. A LANDSCAPE AND TRAIL BUFFER SHALL BE PROVIDED CONNECTING CR 483 TO OPEN SPACE NORTH OF COMMERCIAL TRACT AS GENERALLY SHOWN. EXACT LOCATION AND DIMENSIONS SHALL BE DETERMINED AT TIME OF SITE PLANNING FOR THE COMMERCIAL TRACT.

3. DEDICATION OF THE BEAR CREEK ELEVATED STORAGE TANK LOT SHALL BE SUBJECT TO CITY REVIEW AND APPROVAL OF AN ASSOCIATED PLAT AND DETAILED SITE PLAN, INCLUDING SCREENING AND LANDSCAPING.

4. THE TRAILS AND SIDEWALKS DEPICTED HEREON, ARE THOSE THAT SHALL BE CONSTRUCTED BY THE DEVELOPER. THE HOME BUILDER SHALL BE RESPONSIBLE FOR CONSTRUCTION OF A 5' SIDEWALK ALONG THE STREET FRONTAGE OF ALL RESIDENTIAL LOTS AT THE TIME OF HOME CONSTRUCTION



<u>Exhibit C</u> Development Standards

The Development shall meet the standards in the Subdivision Regulations and the Zoning Ordinance, as may be amended, except as follows:

1. Concept Plan:

The property shall generally be developed in accordance with the Concept Plan, Exhibit B, the Conceptual Landscape Plan, Exhibit H, and the Amenities Exhibit, Exhibit F.

Approval of the Concept Plan shall constitute approval of the lot and street configurations with regards to lot mix and maximum street and/or block lengths.

2. Commercial District:

The commercial district shall conform to the provisions set forth in the Zoning Ordinance, as may be amended, with a base Zoning District of Retail (R).

An approximately one-acre lot within the commercial district may be dedicated to Bear Creek Special Utility District for use for an elevated storage tank in conjunction with an associated plat for the area and a detailed site plan, including screening and landscaping subject to review and approval by the City Engineer.

3. Residential District:

The residential district shall conform to the provisions set forth in the Zoning Ordinance, as may be amended, with a base Zoning District of Single Family – 4 (SF-4), except as follows:

Lot Size	Minimum Number of Lots	Maximum Number of Lots				
40' Lots	N/A	227				
50' Lots N/A		350				
60' Lots	74	N/A				

Lot Mix

[This Space Intentionally Left Blank]

Lot Regulations

	60' Lots	50' Lots	40' Lots			
Minimum Lot Area	inimum Lot Area 7,200 square feet		4,400 square feet			
Minimum Lot Width 1	60 feet	50 feet	40 feet			
Minimum Lot Depth	120 feet	110 feet	110 feet			
Minimum Front Yard/Garage Setback	20 feet	20 feet	20 feet			
Minimum Rear Yard	20 feet	10 feet	10 feet			
Minimum Side Yard on Interior Lots ² 5 feet		5 feet	5 feet			
Minimum Side Yard on Street Side of Corner Lots ^{3, 4}	15 feet	15 feet	15 feet			
Maximum Lot Coverage ⁵	65%	65%	65%			
Maximum Building Height	35 feet	35 feet	35 feet			
Minimum Dwelling 1,800 square feet Area		1,500 square feet	1,200 square feet			

¹ Lot widths shall be measured at the front building line. Along arcs, the lot width shall be measured as the length of the tangent at front building line.

² Air conditioning units may be installed within side yard setback.

³ Except for key lots, which shall match the front yard of the adjacent lot. A key lot shall mean any corner lot in which the street side of said lot is adjacent to front yard of the lot it rears to.

⁴ Side entry garages shall adhere to a 20' setback.

⁵ Exclusive of sidewalks and driveways

4. Drainage & Detention Standards:

Drainage & detention shall be provided in accordance with the Subdivision Regulations and the Zoning Ordinance, as may be amended, except as follows:

- Lots shall drain surface runoff from an individual lot to public Right-of-Way or to a drainage system contained in an associated drainage easement.
- The Property shall provide on-site detention facilities sized to prevent an increase in offsite downstream storm water flows above existing conditions in the 100-year storm event. Detention shall be designed and evaluated for only the 100-year storm event. Detention ponds shall be designed as an amenity to the community and will be wet ponds with a fountain.
- Amenities, Landscape, & Open Space Requirements: Amenities and landscaping shall conform to the Conceptual Landscape Plan, Exhibit H, and the Amenities Exhibit F.
 - Open Space
 - The Property shall provide open space at a minimum of 20% of the development acreage net of perimeter and arterial right-ofway dedications including all required landscape buffers, block end caps, amenity centers, community parks, easement corridors, and detention/retention areas as generally reflected on the Concept Plan and Conceptual Landscape Plan. The provided open space shall satisfy all required landscape area requirements and parkland dedication requirements of the development. The open space percentage shall be measured as a cumulative of the entire development and not on a phase by phase basis.
 - An amenity center shall be constructed prior to issuance of the 250th home building permit at the location generally reflected on the Concept Plan and Conceptual Landscape Plan. The amenity center shall include, at a minimum, the following elements:
 - Swimming Pool
 - Children's Pool Area
 - Restroom Building
 - · Playground
 - Shade Structure
 - A community park shall be constructed prior to the issuance of the 500th home building permit at the location generally reflected on the Concept Plan and Conceptual Landscape Plan. The park shall include, at a minimum, the following elements:
 - Playground
 - Shaded Picnic Structure
 - Event Lawn
 - Site Furniture

- Two pocket parks shall be constructed at the time of development of the associated phase that they are within at the locations generally reflected on the Concept Plan and Conceptual Landscape Plan. One pocket park shall be an active park with landscape berms and slides within a manicured lawn area. The second pocket park shall be an open play area with a cedar shaded picnic structure and site furniture.
- Perimeter Arterial Open Space
 - A minimum 15-foot landscape buffer shall be provided along CR 484, CR 485, and CR 483 between the right-of-way and the property line of any adjacent residential lots. The 15' landscape buffer may include areas encumbered by existing easements on the property. The 15' landscape buffer shall include one (1) large canopy tree (min 3" caliper at planting as defined below) generally placed every 40 feet except where an existing easement may not allow for it.
 - A 6' brick screening wall with masonry columns shall be required where residential lots are adjacent to CR 484, CR 485, and CR 483. Masonry columns shall be placed at all ends and changes in direction with a maximum 100' spacing on centers along tangents and curves.
- Residential Lot Landscaping
 - At least one (1) large canopy tree (min 3" caliper at planting as defined below) shall be provided in the front yard of every lot. Corner Lots shall have one (1) additional large canopy tree (min 3" caliper at planting) in the side yard outside of the sight visibility triangle.
 - Fencing shall be of consistent design patterns and high-quality materials throughout the development. Each lot shall have either:
 1) a 6-foot board-by-board wooden fence and consistent stain or
 2) wrought-iron or tubular steel fencing. A/C equipment shall be behind the front fence line and screened from the street with shrubs if wrought iron fences are utilized.
- 6. Lake Connector Corridor:

The median of County Road 485 through the Project shall be designed to be a green infrastructure-type design that provides the following elements:

 At median ends, focal points shall be created that include varied plant forms, textures, and foliage in addition to flowers in a Green Infrastructure design. Plants shall be coordinated with repeating groupings to form an overall pattern. Related elements, such as mulches, boulders, river rock, and/or unique lake oriented design elements shall be included if possible. Enhanced pedestrian crosswalks at intersections around the Amenity Center and Community Park. An enhanced pedestrian crosswalk may include one of the following: striping, stamped/stained concrete, or pavers.

- For the medians that are not designated as focal points, shade trees shall be planted in a uniform line and repeated in species type for uniform texture and pattern. The same tree species shall not span more than ten trees in a row.
- Enhanced planting design shall be placed at all logo columns, sign monuments, and art features along the frontage of County Road 485.
- 7. Community Enhancement:

Community enhancement features shall be installed throughout the Property at the general locations shown on the Conceptual Landscape Plans. The features shall include, but are not limited to, the following:

- Four art features that shall be custom designed and be made of metal and/or stone including a general theme and logo to designate the Lake Connector Corridor.
- Enhanced pedestrian crosswalks at intersections around the Amenity Center and Community Park. An enhanced pedestrian crosswalk may include one of the following: striping, stamped/stained concrete, or pavers.
- Two pedestrian nodes along the trail system.
- One trail head that shall include a water fountain, small cedar shade structure, bench and pet waste station.
- 8. Tree Preservation & Mitigation:
 - The property has limited existing tree coverage and the required/proposed tree plantings are anticipated to exceed the caliper inches of removed trees. As such, all requirements for tree preservation and mitigation shall be considered satisfied.
 - Existing trees three-inch caliper and above shall be preserved to the extent possible in open spaces adjacent to ponds. Trees will be allowed to be removed to accommodate required detention pond volumes and detention pond outfalls. Tree preservation fencing located at the drip line shall be required throughout construction.
 - A large canopy tree includes: Live Oak, Red Oak, Bur Oak, Chinquapin Oak, Bald Cypress, Cedar Elm, Southern Magnolia, Chinese Pistache, Pecan Texas Ash, Eastern Red Cedar, or otherwise as approved by the City Manager or designee.
- 9. Cluster Mailboxes:

Mailboxes for residents shall be clustered throughout the community according to United States Postal Service guidelines. The mailboxes shall be a black Classic Cluster Box with Crown Cap and Pillar Pedestal mounted on a concrete pad. The mailboxes shall be located in the side yards of corner lots or in open spaces between back of curb and sidewalk.

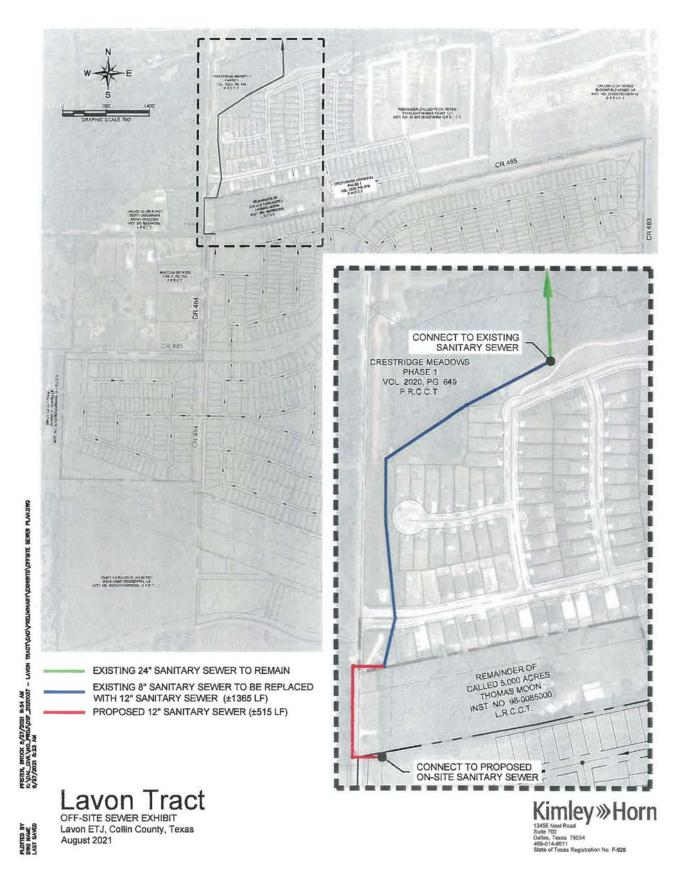
10. Non-Repetition of Building Form:

The same house elevation may not be duplicated within three (3) lots on the same side of street and within three (3) lots on the opposite side of street.

11. Building Standards:

The minimum masonry requirement for the exterior façades of all buildings is permitted up to 90% of the total façade. For the purposes of this, the masonry requirement shall be limited to full width brick, natural stone, cast stone, and cementaceous fiberboard horizontal lap-siding (e.g. HardiBoard or Hardy Plank) or decorative pattern stucco.

Exhibit D Offsite Wastewater Improvements



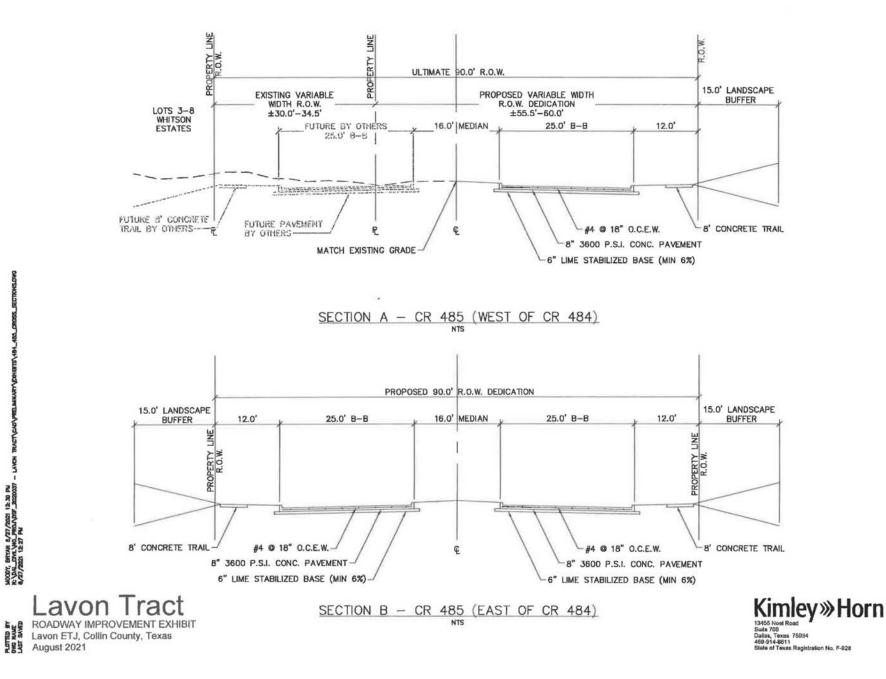


<u>Exhibit E</u> <u>Roadway Improvements</u>

City of Lavon Meritage/McCartney-Webb Development Agreement - Exhibit E

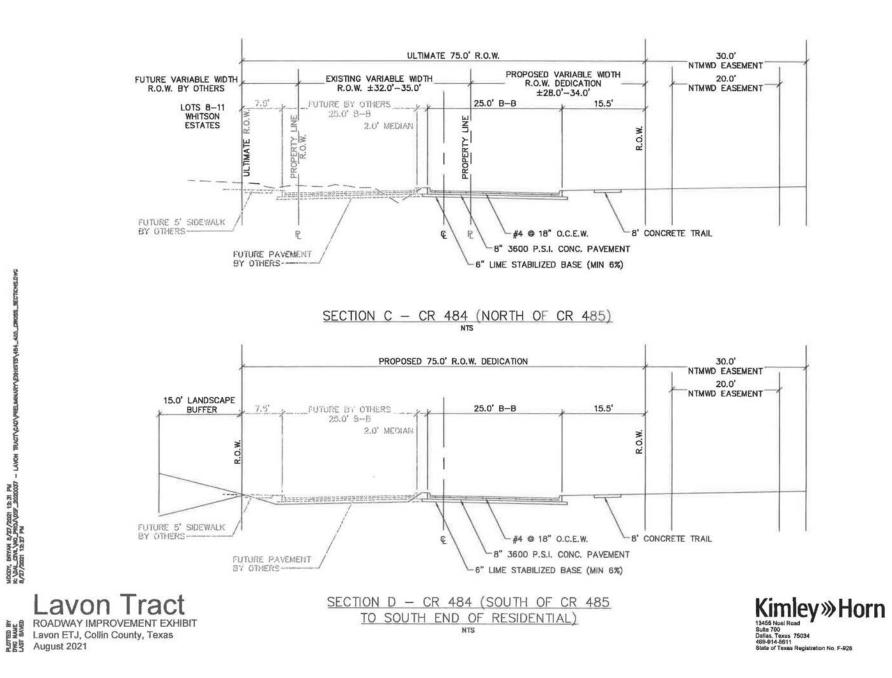


June 2021



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MOODY, BRYAN 6/27/2021 12-30 PM K-VONL CTMLVHO_PROV/DSF_2020037 8/27/2023 12-27 PM



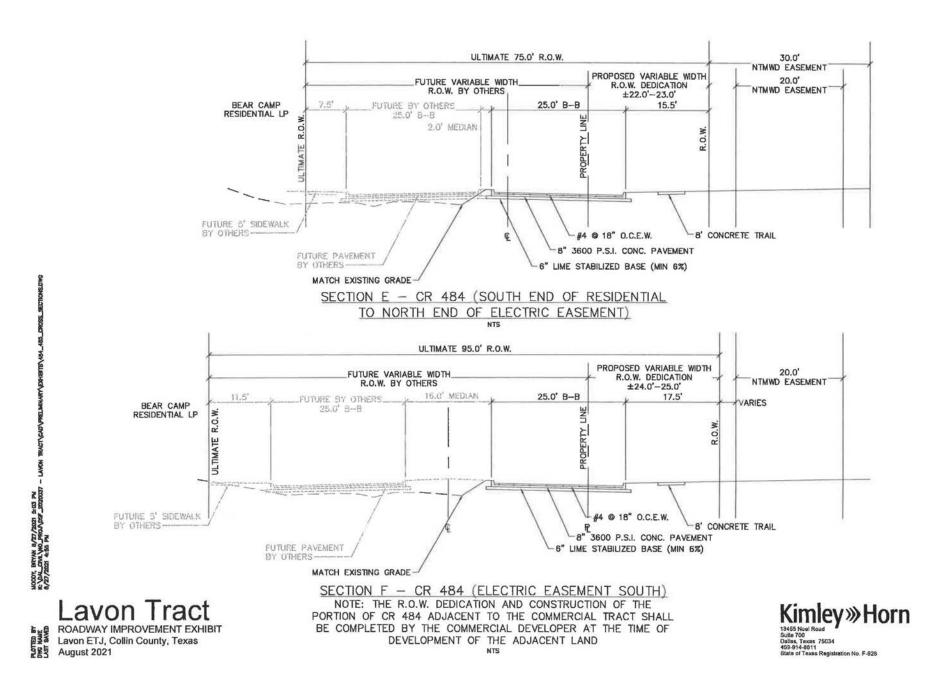


Exhibit F

Amenities

An amenity center shall be provided at the location generally reflected on the Concept Plan. The amenity center shall be platted with Phase 1 of the development and completed prior to the issuance of PID Bonds for the second improvement area within the PID. The amenity center shall include, at a minimum, the following elements:

- Swimming Pool
- Children's Pool Area
- Restroom Building
- · Playground
- Shade Structure

A community park shall be provided at the location generally reflected on the Concept Plan. The park shall be platted with Phase 3 of the development. The park shall include, at a minimum, the following elements:

- Playground
- Shade Structure
- · Event Lawn
- Site Furniture

<u>Exhibit G</u> <u>Traffic Impact Analysis</u>

City of Lavon Meritage/McCartney-Webb Development Agreement - Exhibit G



Traffic Impact Analysis

Lavon Tract Development Lavon, Texas



July 1, 2021

Kimley-Horn and Associates, Inc. Dallas, Texas

Registered Firm F-928





Traffic Impact Analysis

Lavon Tract Development Lavon, Texas

Prepared by:

Kimley-Horn and Associates, Inc. 13455 Noel Road, Two Galleria Tower, Suite 700 Dallas, Texas 75240 Registered Firm F-928

> Contact: Hiron Fernando, P.E. Iman Rahim, E.I.T. 972-770-1300 May 17, 2021 Interim Revision: July 1, 2021

TABLE OF CONTENTS

EXECUTIVE SUMMARY i	ii
I. INTRODUCTION	1
A. PURPOSE	1
B. METHODOLOGY	
II. EXISTING AND FUTURE AREA CONDITIONS	3
A. ROADWAY CHARACTERISTICS	3
B. EXISTING STUDY AREA	
C. PROPOSED SITE IMPROVEMENTS	4
D. EXISTING TRAFFIC VOLUMES	
III. PROJECT TRAFFIC CHARACTERISTICS	3
A. SITE-GENERATED TRAFFIC	
B. TRIP DISTRIBUTION AND ASSIGNMENT	3
C. OTHER DEVELOPMENT TRAFFIC MODELING	3
D. DEVELOPMENT OF 2026 BACKGROUND TRAFFIC	3
E. DEVELOPMENT OF 2026 TOTAL TRAFFIC	
F. DEVELOPMENT OF 2031 BACKGROUND AND TOTAL TRAFFIC	Э
IV. ALL-WAY STOP-CONTROL ANALYSIS	5
V. TRAFFIC OPERATIONS ANALYSIS	7
A. ANALYSIS METHODOLOGY	
B. ANALYSIS RESULTS	
C. 2021 EXISTING TRAFFIC OPERATIONS	
D. 2026 BACKGROUND TRAFFIC OPERATIONS	
E. 2026 BACKGROUND PLUS SITE-GENERATED TRAFFIC OPERATIONS	1
F. 2031 BACKGROUND TRAFFIC OPERATIONS	
G. 2031 BACKGROUND PLUS SITE-GENERATED TRAFFIC OPERATIONS	
H. SITE PROPORTIONALITY - STATE HIGHWAY 205 AND CR 485	2
I. LINK VOLUME ANALYSIS	
J. RIGHT-TURN LANE ANALYSIS	5
K. LEFT-TURN LANE ANALYSIS	
VI. CONCLUSIONS AND RECOMMENDATIONS	7
APPENDIX A	
A. ANALYSIS METHODOLOGY)
B. TRAFFIC COUNTS AND HISTORICAL DATA)
C. ALL-WAY STOP CONTROL WARRANT ANALYSIS	
D. LEFT-TURN LANE WARRANT ANALYSIS	
E. RIGHT-TURN LANE WARRANT ANALYSIS	3
F. SYNCHRO RESULTS	ţ.

LIST OF EXHIBITS

EXHIBIT 1: VICINITY MAP	2
EXHIBIT 2: CONCEPTUAL SITE PLAN	2
EXHIBIT 3: LANE ASSIGNMENTS AND INTERSECTION CONTROL	6
EXHIBIT 4: 2021 EXISTING TRAFFIC VOLUMES	7
EXHIBIT 5: TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT	10
EXHIBIT 6: SITE-GENERATED TRAFFIC VOLUMES	11
EXHIBIT 7: 2026 BACKGROUND TRAFFIC VOLUMES	
EXHIBIT 8: 2026 BACKGROUND PLUS-SITE GENERATED TRAFFIC VOLUMES	
EXHIBIT 9: 2031 BACKGROUND TRAFFIC VOLUMES	
EXHIBIT 10: 2031 BACKGROUND PLUS-SITE GENERATED TRAFFIC VOLUMES	

LIST OF TABLES

TABLE 1 – TRIP GENERATION	8
TABLE 2 - CRESTRIDGE MEADOWS TRIP GENERATION	9
TABLE 3 - TRAFFIC OPERATIONAL RESULTS - WEEKDAY AM PEAK HOUR	
TABLE 4 - TRAFFIC OPERATIONAL RESULTS - WEEKDAY PM PEAK HOUR	19
TABLE 5 - SH 205 AND CR 485 BUILD OUT YEAR (2026) SITE PROPORTIONALITY	
TABLE 6 - SH 205 AND CR 485 HORIZON YEAR (2031) SITE PROPORTIONALITY	23
TABLE 7 - LINK OPERATIONAL RESULTS	24
TABLE 8 - DRIVEWAY LEFT-TURN LANE ANALYSIS	
TABLE 9 - LEVEL OF SERVICE DEFINITIONS	

EXECUTIVE SUMMARY

The proposed Lavon Tract development is located in Lavon, Texas, east of State Highway 205 along CR 485. The site is proposed to be built with 653 single family residential homes. This study is intended to identify traffic generation characteristics and to identify potential traffic related impacts on the local street system.

The following existing intersections were selected to be part of this study:

- State Highway 78 at State Highway 205
- State Highway 205 at CR 485
- State Highway 205 at CR 483
- CR 485 at CR 484
- Main Street at Presidents Boulevard

The analysis also included the eight proposed driveways having access in and out of the site.

Traffic operations were analyzed at the study intersections for existing volumes, 2026 and 2031 background traffic volumes, and 2026 and 2031 background plus site-generated traffic volumes. The future years correspond to the expected buildout year of the site and a key future study year. Conditions were analyzed for the weekday AM and PM peak hours.

The background traffic conditions included existing traffic with compound growth rates, plus explicit modeling of the following development in the vicinity:

 Crestridge Meadows site, a development that will be located just north of the Lavon Tract development. Although construction has started for the development, the site is currently generating very little traffic and its expected trip generation from the remaining 582 single-family residential homes was considered in the study years.

The Lavon Tract development is expected to generate approximately 468 new weekday AM peak hour one-way vehicle trips and 615 new weekday PM peak hour one-way vehicle trips at buildout. The distribution of the site-generated traffic volumes onto the street system was based on the surrounding roadway network, existing traffic patterns, and the project's proposed access locations.

Analysis of the existing conditions showed the need for regional roadway network improvements. The planned widening of State Highway 205 will significantly improve traffic operations at State Highway 78 at State Highway 205 which is currently operating with heavy delay, specifically for the northbound approach. The delay is only expected to increase due to general traffic growth in the area and additional surrounding developments. Therefore, the additional capacity on State Highway 205 is necessary at this intersection to accommodate the heavy volumes. Building out State Highway 205 to its thoroughfare potential of a six-lane roadway could even further increase capacity. Signal timing adjustments, such as an increased cycle length and adjustments to the signal control type, could allow for a more optimal phasing

that is favorable for the northbound approach. As stated in the report, running the intersection as actuated-coordinated and updating the phase sequence, can give more time for the heavy northbound approach. Other signal timing adjustments such as modifications to the existing splits, can also potentially improve traffic. However, since the majority of the traffic at this intersection is existing, the need for these intersection improvements is not due to the Lavon Tract development.

The existing study stop-controlled approaches along State Highway 205 are also currently experiencing heavy delay due to the heavy northbound and southbound volumes on State Highway 205. It is expected that by 2026, without the Lavon Tract development, the westbound approaches of CR 485 and CR 483 will be operating at LOS F. State Highway 205 at CR 485 is expected to be a major intersection for not only the Lavon Tract development, but also the Crestridge Meadows development that is currently under construction. However, with the widening of State Highway 205, geometric improvements may be implemented at its intersection for further improvements through Texas Department of Transportation (TxDOT) to help mitigate the expected delay. Similarly, Main Street at Presidents Boulevard is currently experiencing heavy delay for the stop-controlled northbound approach, specifically in the AM peak hour. However, in the PM peak hour, the northbound approach operates with minimal delay which indicates that for the majority of the day, the intersection is expected to operate well.

The proposed site driveways provide the appropriate level of access for the development. All eight of the site driveways are expected to operate at LOS C or better after the full build-out of the site.

Based on the analysis presented in this report, the proposed Lavon Tract development, located in Lavon, Texas, can be successfully incorporated into the surrounding roadway network provided the site-specific recommendations made in this report are considered.

The following site-specific modification to the roadway network is recommended as part of the Lavon Tract development:

Installation of an All-Way Stop Control (AWSC) at CR 485 and CR 484

The following modifications to the external roadway network should be considered at a regional level to help improve traffic operations in the vicinity of the development:

- Signal timing adjustments at State Highway 78 and State Highway 205
- Addition of an exclusive through lane at State Highway 78 and State Highway 205 to support signal timing improvements
- Intersection improvements at State Highway 205 and CR 485

I. INTRODUCTION

A. Purpose

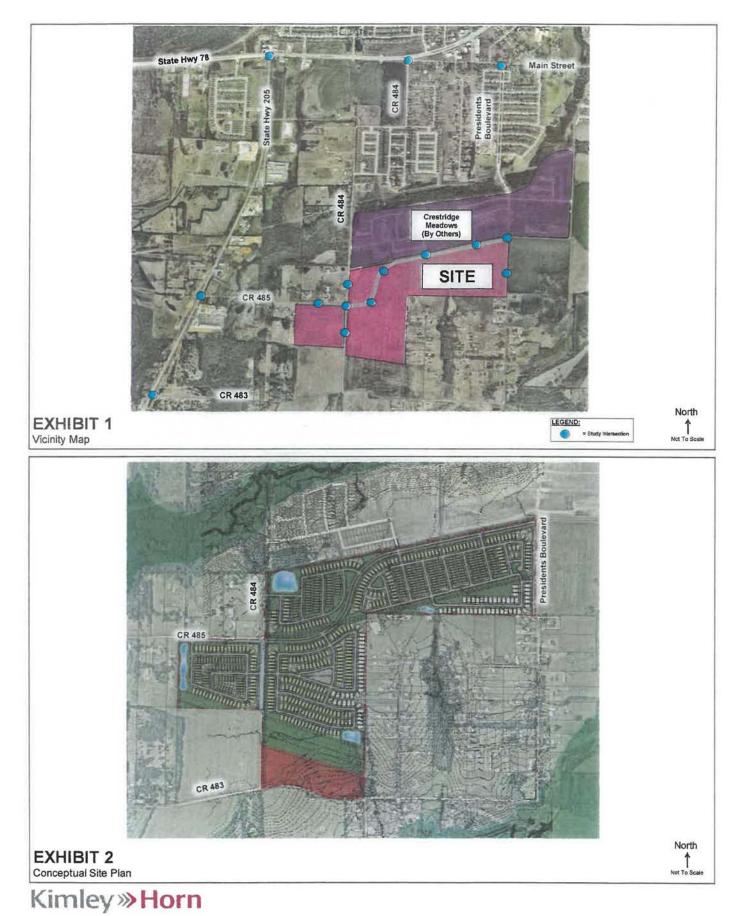
Kimley-Horn was retained to conduct a Traffic Impact Analysis (TIA) of future traffic conditions associated with the development of the Lavon Tract site. A site vicinity map is provided as Exhibit 1. Exhibit 2 shows the proposed conceptual site plan. This study is intended to identify traffic generation characteristics and to identify potential traffic related impacts on the local street system.

B. Methodology

Traffic operations were analyzed at the study intersections for AM and PM peak hours for the following scenarios:

- 2021 existing traffic
- 2026 background traffic
- 2026 background plus site traffic
- 2031 background traffic
- 2031 background plus site traffic

The capacity analyses were conducted using the *Synchro*[™] software package and its associated *Intersection* reports for signalized intersections and *Highway Capacity Manual* reports for unsignalized intersections.



II. EXISTING AND FUTURE AREA CONDITIONS

A. Roadway Characteristics

The following signalized intersections were evaluated as part of this study:

State Highway 78 at State Highway 205

The following unsignalized intersections were evaluated as part of this study:

- State Highway 78 at Main Street
- Main Street at Presidents Boulevard
- State Highway 205 at Country Road (CR) 485
- CR 485 at CR 484
- State Highway 205 at CR 483

The major study area roadways are described below.

<u>State Highway 78</u> – is a six-lane divided roadway that runs east-west from Dallas to Farmersville. State Highway 78 serves as a major thoroughfare for the region, connecting Lavon to the northeastem Dallas suburbs and to US 380. Per the City of Lavon Thoroughfare Plan, State Highway 78 is classified as a principal arterial. The posted speed limit on State Highway 78 near the study area is 50 MPH.

<u>State Highway 205</u> – is currently a two-lane undivided roadway that runs from State Highway 78 to Terrell, connection the cities of Lavon and Rockwall. It is expected that within the next four years, State Highway 205 will be expanded into a four-lane roadway. Per the City of Lavon Thoroughfare Plan, State Highway 205 is classified principal arterial with a thoroughfare potential of becoming a six-lane divided facility. The posted speed limit on State Highway 205 near the study area is 45 MPH.

<u>CR 484</u> – is a two-lane undivided roadway that runs north-south from Main Street to CR 483. Per the City of Lavon Thoroughfare Plan, CR 484 is classified as a four-lane divided Minor Arterial. The posted speed limit on CR 484 is 40 MPH.

<u>CR 485</u> – is a two-lane undivided roadway that runs east-west from State Highway 205 to CR 484. Per the City of Lavon Thoroughfare Plan, CR 485 is classified as a four-lane divided Lake Connector. As part of the development, CR 485 will be expanded into a four-lane divided facility by 2026. The posted speed limit on CR 485 is 45 MPH.

Exhibit 3 illustrates the intersection geometry used for the traffic analysis.

B. Existing Study Area

The property is currently not developed. The existing land use of property around Lavon Tract is primarily single-family residential homes with some additional industrial

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warehouses located along State Highway 205. An adjacent development, the Crestridge Meadows development, is currently under construction and will include approximately 582 single-family residential homes.

C. Proposed Site Improvements

Lavon Tract as proposed includes 653 single-family residential homes and is expected to be completed by 2026. As part of the Lavon Tract development, existing CR 485 will be extended further east until it intersects Presidents Boulevard. This extension will serve as the primary roadway for the Lavon Tract development driveways. The proposed cross-section will be a four-lane divided facility.

As shown in Exhibit 3, the site has eight proposed driveways. The driveways to be modeled in this analysis are as follows:

<u>Drive 1</u> – will be the primary driveway for the residential homes located in the southwest corner of CR 485 and CR 484. Drive 1 was modeled with one inbound and one outbound lane.

<u>Drive 2</u> – will serve both the residentials homes in the southwest corner of CR 485 and CR 484 as well as the residentials homes in the southeast corner. Drive 2 was modeled with one inbound and one outbound lane.

<u>Drive 3</u> – will be located north of the intersection of CR 485 and CR 484. Drive 3 was modeled with one inbound and one outbound lane.

Drive 4, Drive 5, Drive 6, Drive 7 – will all be located along the proposed extension of CR 485. All of the driveways were modeled with one inbound and one outbound lane. Drive 6 is expected to be extended and serve both the residential homes in Lavon Tract and Crestridge Meadows.

<u>Drive 8</u> – will be located along Presidents Boulevard, east of CR 485. Drive 8 was modeled with one inbound and one outbound lane.

Intersection sight distance at the proposed driveways is acceptable, with each on relatively straight segments of their respective roadway.

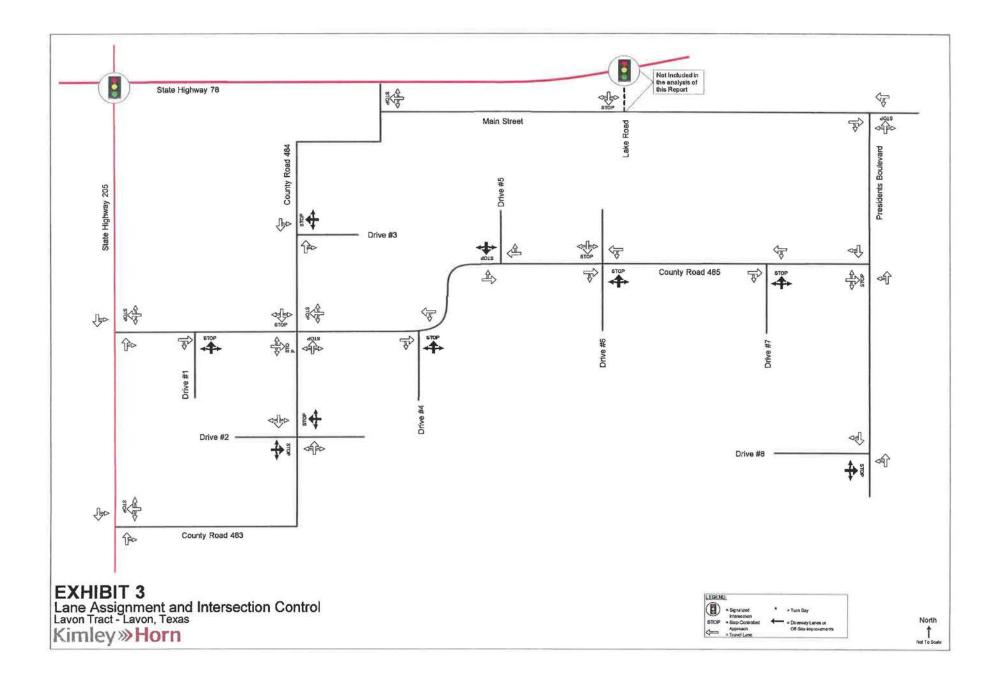
D. Existing Traffic Volumes

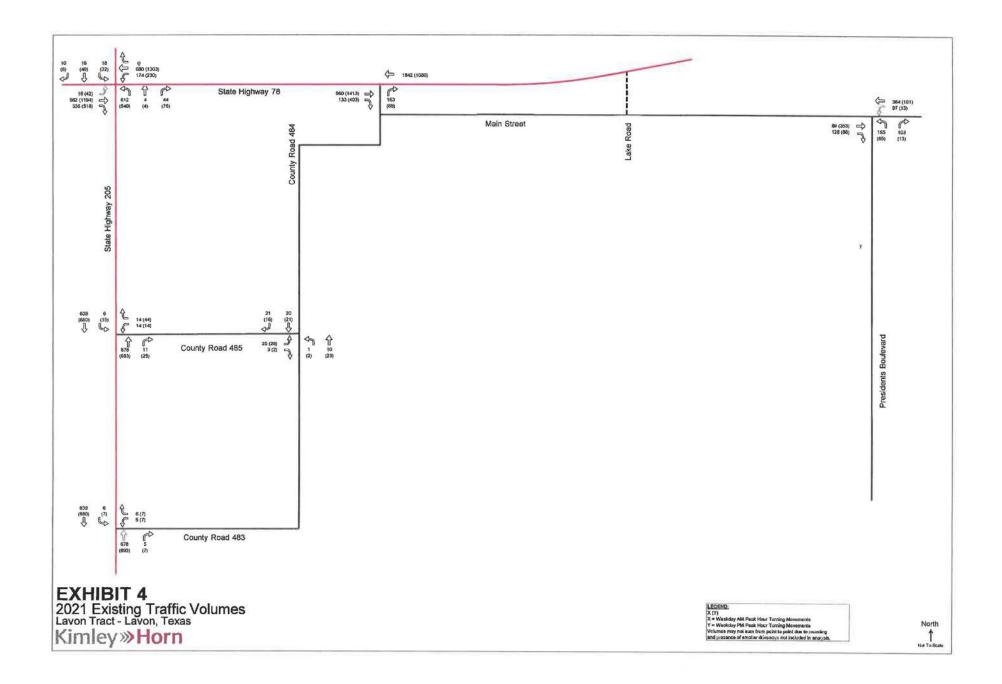
Exhibit 4 shows the existing weekday AM and PM peak hour traffic volumes. 24-hour machine counts were collected near the site on CR 483, State Highway 78 and State Highway 205. The raw count sheets, as well as a comparison between the 24-hour volumes collected and previous 24-hour counts, are provided in the Appendix.

The 24-hour count showed the daily volume on the roadway link as follows:

- CR 483: 232 vehicles per day (vpd)
- State Highway 78: 31,780 vpd
- State Highway 205: 19,933 vpd

Due to the potential of lowered traffic volumes due to the circumstances surrounding COVID-19, the peak hours of the traffic counts along State Highway 78 and State Highway 205 were compared to historic counts from TxDOT's Traffic Count Database System (TCDS). The collected counts were consistent with expected 2021 traffic volumes on these roadways without COVID-19 disruptions. Therefore, no adjustments were made in the analysis for COVID-19.





III. PROJECT TRAFFIC CHARACTERISTICS

A. Site-Generated Traffic

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the 10th edition of *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. The trips indicated are actually one-way trips or *trip ends*, where one vehicle entering and exiting the site is counted as one inbound trip and one outbound trip.

No reductions were taken for internal capture, pass-by trips, or multimodal use for the development.

Table 1 shows the resulting daily and weekday AM and PM peak hour trip generation for the proposed development.

Table 1 - Tri	p Generation
---------------	--------------

Land Uses	Amount	Units	ITE Code	Daily One-Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Single Family Detached Housing	653	DU	210	5.843	117	351	468	387	228	615

Trip Generation rates based on ITE's Trip Generation Manual, 10th Edition.

B. Trip Distribution and Assignment

The distribution of the site-generated traffic volumes in to and out of the site driveways and onto the street system was based on the area street system characteristics, existing traffic patterns, relative land use density, and the locations of the proposed driveway access to/from the site.

The corresponding inbound and outbound traffic assignment, where the directional distribution is applied using the most probable paths to and from the site, can be found in **Exhibit 5**. **Exhibit 6** shows the resulting site-generated weekday AM and weekday PM peak hour turning movements after multiplying the new external trip generation by the respective traffic assignment percentages.

C. Other Development Traffic Modeling

The Crestridge Meadows is currently under construction and the development generates very little traffic. The remaining expected traffic generation at full build-out from Crestridge Meadows can be seen in Table 2.

Table 2 – Crestridge Meadows Trip Generation

Land Uses	Amount	Units	ITE Code	Daily One-Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Single Family Detached Housing	582	DU	210	5,256	105	313	418	347	204	551

Trip Generation rates based on ITE's Trip Generation Manual , 10th Edition.

Using the same procedure as was used to develop the Lavon Tract site-generated traffic and distribute that traffic on the roadway network, traffic was developed and distributed for the Crestridge Meadows development. The distribution and volumes for the development can be seen in Exhibit A1 and Exhibit A2, respectively.

D. Development of 2026 Background Traffic

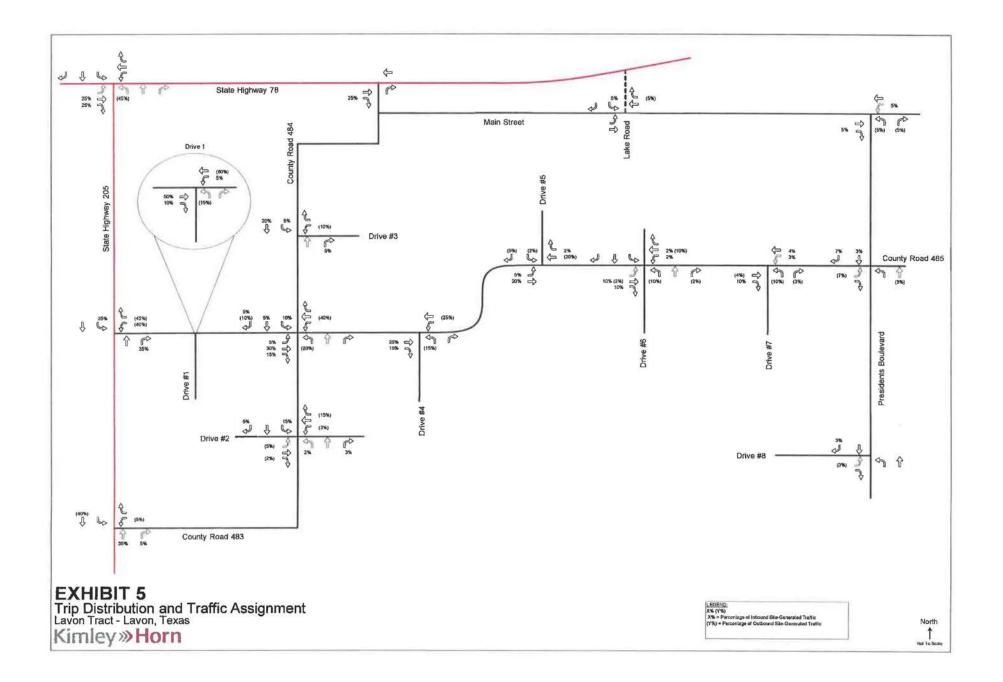
In order to obtain 2026 background traffic, the existing traffic counts and historic counts near the site were compared to find expected growth trends within the study area. Historical count data showed an approximately annual growth rate of 5%. However, since traffic generated from the Crestridge Meadows development was taken into consideration, a 3% annual growth rate was applied to the existing counts through 2026. The resulting 2026 background weekday AM and PM peak hour traffic volumes are shown in Exhibit 7.

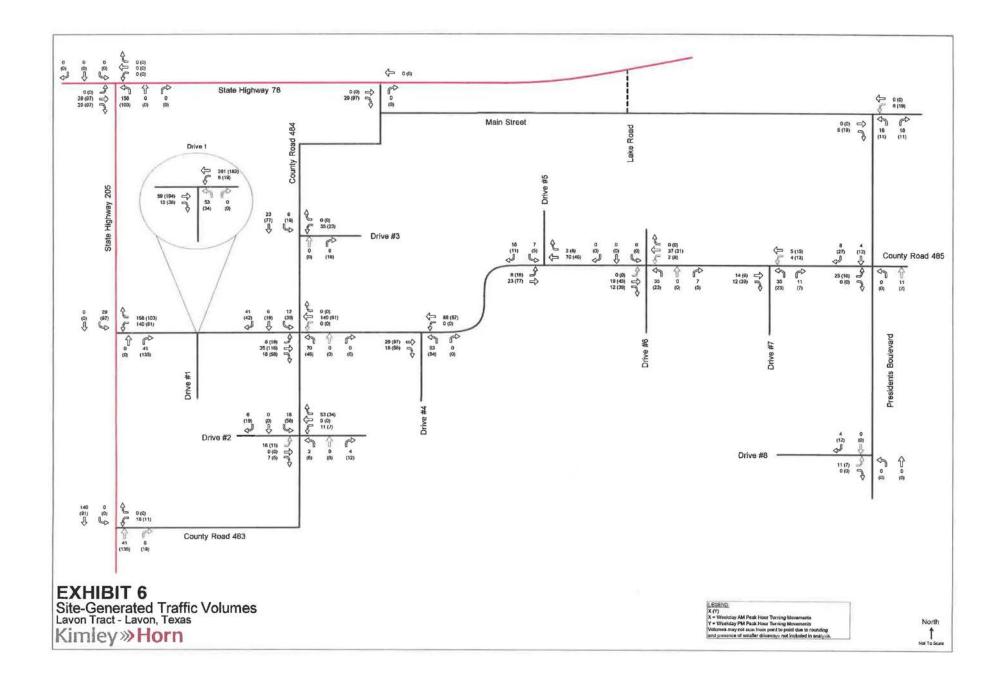
E. Development of 2026 Total Traffic

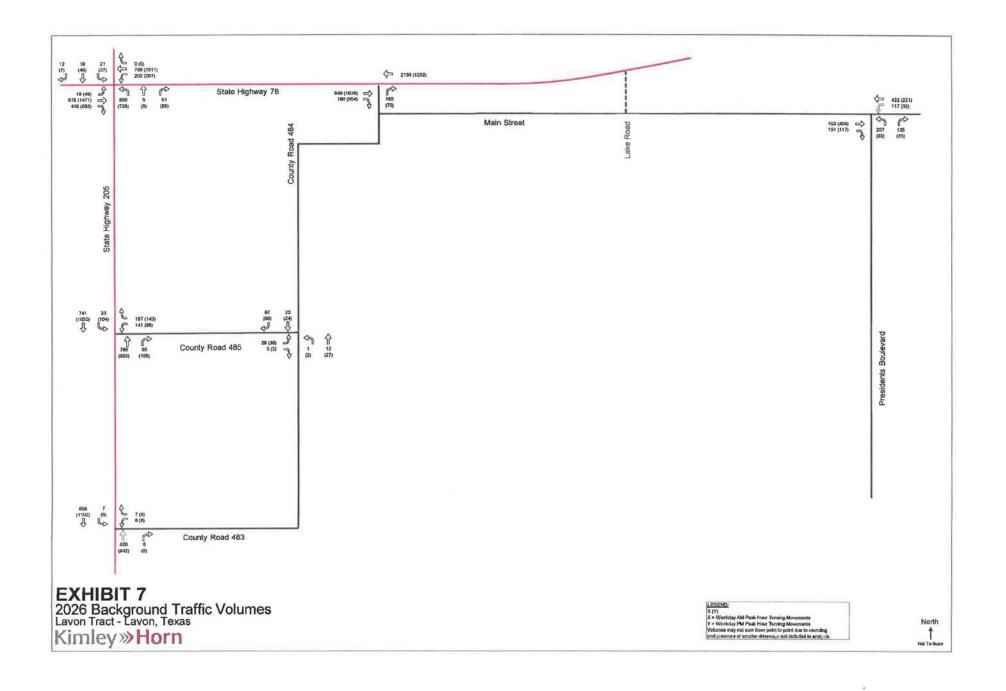
Site traffic volumes were added to the background volumes to represent the estimated total (background plus site-generated) traffic conditions for the 2026 study year after completion of the proposed development. Exhibit 8 shows the resulting 2026 weekday AM and PM peak hour total traffic volumes.

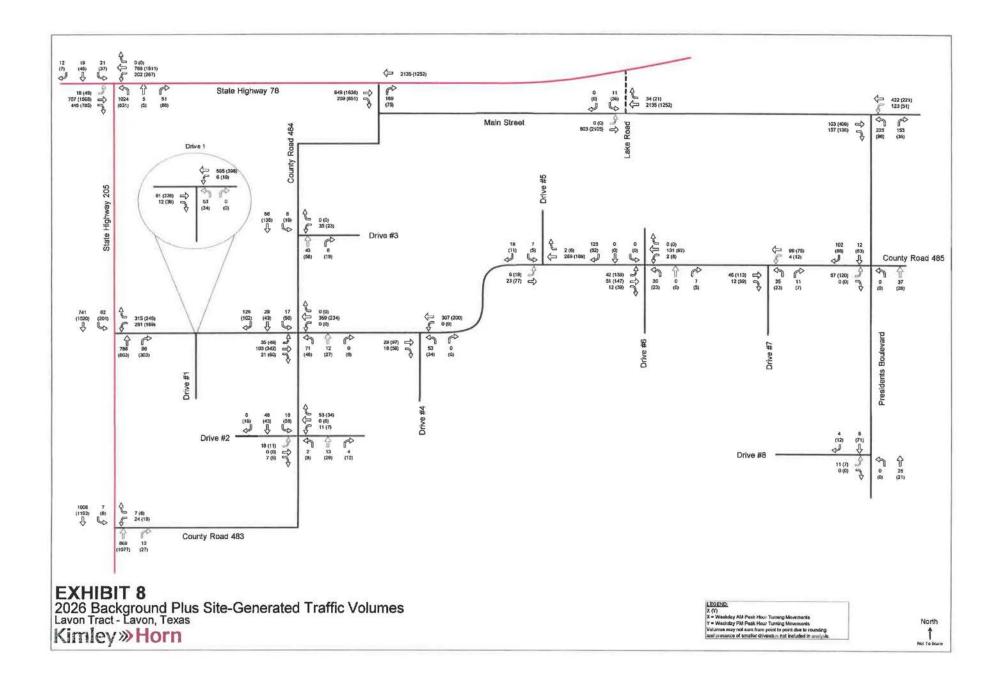
F. Development of 2031 Background and Total Traffic

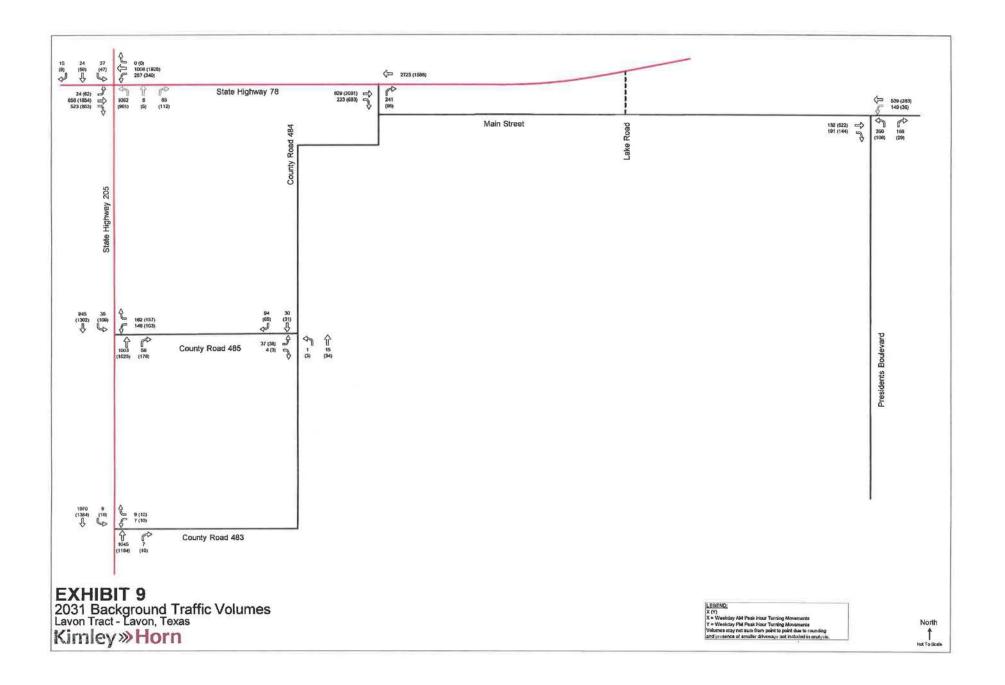
The background and total traffic volumes in the 2031 study year were calculated in a similar manner to the 2026 traffic volumes by adding five years of 5% growth over the 2026 background volume, the growth factor shown by the historical count data. The development traffic was then added into the traffic volumes. **Exhibit 9** shows the resulting 2031 weekday AM and PM peak hour background traffic volumes, and **Exhibit 10** shows the resulting 2031 weekday AM and PM peak hour total traffic volumes after the addition of the site-generated traffic.

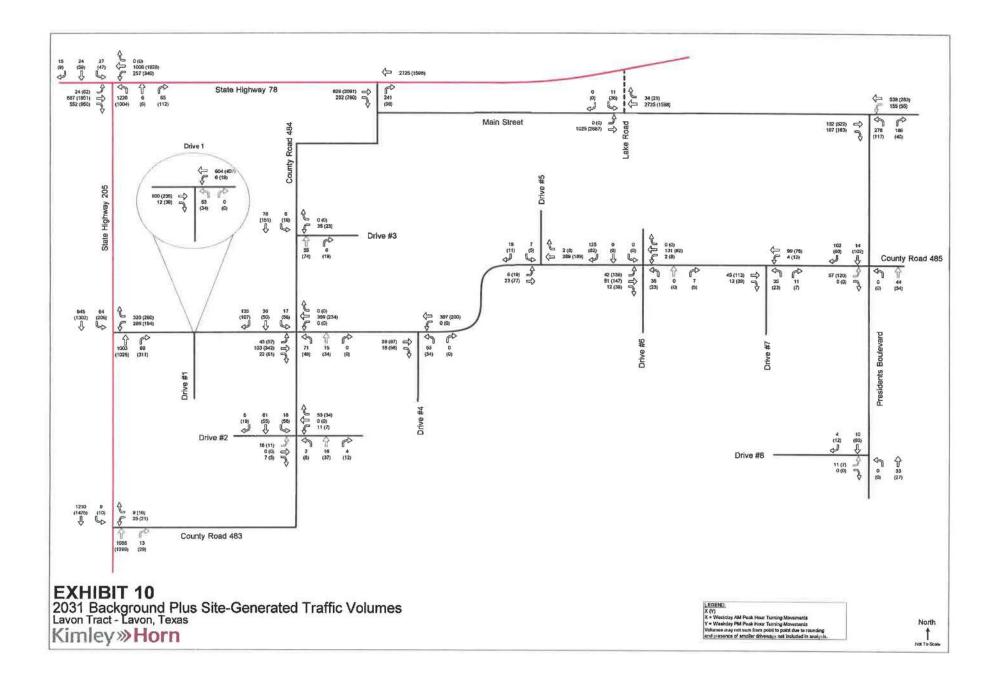












IV. ALL-WAY STOP-CONTROL ANALYSIS

All-way STOP-control warrant (AWSC) analyses were conducted for the intersections of CR 485 at CR 484 and Presidents Boulevard at CR 485. The Texas Manual on Uniform Traffic Control Devices (TMUTCD) identifies three AWSC warrants as areas of analysis when investigating if All-Way STOP-Control would be justified at a location, which are as follows:

- Where traffic control signals are justified, AWSC may be used as an interim measure;
- 5 or more reported crashes in a 12-month period that are susceptible to correction by AWSC; or
- Minimum volumes:
 - The vehicular volume entering the intersection from the total of the major street approaches averages 300 or more vehicles per hour for any eight hours of the day; and
 - The total minor street volume averages at least 200 vehicles/pedestrians per hour for the same eight hours with an average delay of 30 seconds per vehicle during the highest hour.

The satisfaction of a warrant is not a requirement that an intersection should be converted to AWSC, but rather is a qualifier or an indication that the conversion may be a net benefit to the community. Peak hour hourly variation from ITE *Trip General Manual* for single-family residential homes (ITE Land Use 220) was applied to the 2026 AM and PM background traffic to obtain the expected background daily volumes along CR 485 and Presidents Boulevard. Site-generated trips from the Lavon Tract development then added to each approach.

Per the ASWC analysis, average 2026 traffic volumes for the top eight hours at CR 484 and CR 485 meet the warrant. For the highest eight hours of the expected CR 485 traffic, CR 485 averages 675 vehicles per hour. For the same eight hours, CR 484 averages 384 vehicles per hour. For the 2026 scenario, CR 484, which is currently not stop-controlled, was considered the minor roadway due to the proposed CR 485 extension. If the intersection were to remain as a two-way stop control, the delay for the minor approach is expected to be approximately 33 seconds, with both the minor road approaches operating at either LOS D or C. By the TMUTCD criteria, the intersection meets traffic volume portion of the AWSC warrant and installation of an AWSC is recommended.

The average expected 2027 traffic volumes for the top eight hours of Presidents Boulevard at CR 485 does not met the warrant volume criteria. For the highest eight hours of the expected Presidents Boulevard traffic, Presidents Boulevard averages 101 vehicles per hour at this intersection. For the same eight hours, CR 485 averages 82 vehicles per hour. An AWSC is not recommended for the intersection of Presidents Boulevard at CR 485.

V. TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn conducted a traffic operations analysis to determine potential capacity deficiencies in the 2021, 2026, and 2031 study years at the study intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual*.

A. Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). Level of service and the corresponding analysis methodology are explained in the Appendix.

Signal timings for the signalized intersections were obtained from site visits. Timing adjustments were made in the future scenarios to accommodate changes in traffic volumes due to background growth and site traffic, replicating how City and TxDOT staff will periodically review signal operations in the future.

The analyses assumed the lane geometry and intersection control shown in Exhibit 3.

B. Analysis Results

 Table 3 and Table 4 show the intersection operational results for the weekday AM and PM peak hours, respectively.

INTERSECTION	APPROACH	20 Exis Tra AM Pea	ting ffic	2026 Background Traffic AM Peak Hour DELAY		20 Backg plu Site T AM Pea	round us raffic	20 Backg Tra AM Pea	round ffic	20 Backg plu Site T AM Pea	round Js raffic		
		DELAY (SECIVEH)	LOS	DELAY (SECAVEH)	LOS	DELAY (SECIVEH)	LOS	DELAY (SECIVE)	LOS	DELAY	LOS		
	EB	12.8	в	22.5	С	25.8	С	29.7	С	30.3	С		
	WB	12.8	в	25.8	С	30.1	С	34.9	С	35.4	D		
State Highway 78 @ State Highway 205	NB	+	F	68.4	E	101.9	F	88.0	F	142.0	F		
otato ngima jero	SB	79.4	E	28.5	С	28.0	С	25.8	С	25.8	С		
	Overali	105.4	F	37.4	D	52.1	D	48.4	D	67.2	Е		
Main Street @	WBL	81	A	83	A	8.3	A	87	A	8.8	A		
Presidents Boulevard	NB*	58 3	F	113.3	F	148 9	F	+	F	+	F		
CR 485 @ CR 484	NBL	7.3	A	7.5	A			76	A	•			
Existing Two-Way Stop Controlled)	E8*	8.9	A	92	A			94	A		-		
	NB*		1.425			10.7	В			10.9	В		
CR 485 @ CR 484 (All-Way Stop- Controlled)	SB*				-	11.2	В		-	11.8	В		
	EB*	-				10.3	В			10.6	в		
Controlled)	WB*		di tra		-	10.4	В			10.6	В		
	Overall		21	4	4	10.6	В		1	10.9	в		
CR 485 @ State	WB*	23 8	С	+ ;	F	4	F	+	F	+	F		
Highway 205	SBL	9.2	A	10.0	A	10.5	В	11.2	В	11.9	В		
CR 483 @ State Highway 205	WB	217	С	22.4	С	40.0	E	34 3	D	87 2	F		
00 405 @ Deut 4	NB*		-			12.5	В			12.7	В		
CR 485 @ Drive 1	WBL	-		- 1		7.5	A			7.5	А		
	NBL	-	9			7.3	A	-		74	А		
	SBL			-	-	73	A		-	73	A		
CR 485 @ Drive 2	EB*					9.5	А	- 1	-	9.6	А		
	WB*			- 1	-	8.8	A.	-	-	8.8	A		
CR 484 @ Drive 3	WB*	Ú.		-	-	94	A		e	96	A		
CR 485 @ Drive 4	NB*	-	-			10.1	В			10.1	в		
CR 485 @ Drive 5	SB*	SB*	SB*	-	*			9.8	Ä	-	-	9.8	A
CR 485 @ Drive 6	NB*	-	144			11.1	В	- 24		11.1	в		
CR 485 @ Drive 7	NB*					9.3	A	-		9.3	A		
CR 485 @ Drive 8	EB*	2				87	A		1.5	88	A		

Table 3 – Traffic Operational Results – Weekday AM Peak Hour

- No movements in Time Period

+ Movement Delay Exceeds 200 seconds

INTERSECTION	APPROACH	Exis Tra	2021 Existing Traffic PM Peak Hour		26 round ffic k Hour	20 Backg plu Site T PM Pea	round us raffic	20 Backg Tra PM Pea	round ffic	20 Backg plu Site T PM Pea	round us raffic
		DELAY (SECNER)	LOS	DELAY	LOS	DELAY (SECNEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
	EB	21.7	С	42.4	D	56.7	E	84.3	F	108.7	F
	WB	26.5	С	40.0	D	48.0	D	84.3	F	94.4	F
State Highway 78 @ Main Street	NB	+	F	61.7	E	59.9	E	62.3	E	77.6	E
man ou oot	SB	65.9	E	36.4	D	32.1	С	31.8	С	30.8	С
	Overall	70.7	E	44.7	D	53.8	D	79.7	E	96.9	F
Main Street @	WBL	8.4	А	88	A	90	А	9.4	A	9.6	А
Presidents Boulevard	NB*	157	С	19.2	С	21.8	С	32.1	D	413	E
CR 485 @ CR 484	NBL	73	A	74	А	-		74	А	-	10
Existing Two-Way Stop Controlled)	EB*	9.0	A	92	A	-		9.4	A	Ŧ	-
	NB*	7.3	A			10.8	8	10.1		11 1	18
CR 485 @ CR 484	SB*				1	12.5	в	1	-	13.1	в
(All-Way Stop-	EB*	9.0	A			13 3	В		-	13.8	В
Controlled)	WB*		-		T.e.	9.8	A	-	-	10.0	A
	Overall	-		-	1	12.1	В	-		12.5	в
CR 485 @ State	WB*	23.9	C	+	F	+	F	+	F	+	F
Highway 205	SBL	9.2	A	11 1	8	13.6	В	12.8	В	17.0	С
CR 483 @ State Highway 205	WB	30.0	D	32.7	D	66 1	F	68 1	F	+	F
00 495 0 5-14	NB*	2			1	13.3	В	-	-	13.4	В
CR 485 @ Drive 1	WBL	-		-		7.9	A	-	-	7.9	A
	NBL		1.		100	7.4	А	(+	-	74	A
00 495 @ Dave 2	SBL		-			7.4	A	-		74	A
CR 485 @ Drive 2	E8*		1		-	10.1	В	-	1	10.2	В
and the second second	WB*		140		14	9.0	A	1		9.0	A
CR 484 @ Drive 3	WB*	*	•	-		10 2	В	-		10.5	в
CR 485 @ Drive 4	NB*	-				10.3	в		-	10.3	В
CR 485 @ Drive 5	SB*	-	1	4		95	A.	-		9.5	Ä
CR 485 @ Drive 6	NB*	- e -		•	2	15.0	В		-	15.0	В
CR 485 @ Drive 7	NB*	1.2	-		-	98	A		-	9.8	Â
CR 485 @ Drive 8	EB*		17			9.1	A	a l	(m)	92	A

Table 4 - Traffic Operational Results - Weekday PM Peak Hour

- No movements in Time Period

+ Movement Delay Exceeds 200 seconds

C. 2021 Existing Traffic Operations

The analysis of the 2021 existing traffic operations showed that the intersection of State Highway 78 at State Highway 205 is currently operating with high delay. The intersection LOS in the AM and PM peak hour are LOS F and LOS E, respectively. This signalized intersection is a major intersection that is heavily utilized by commuters from both Lavon and Rockwall that are traveling west towards the Dallas Metroplex. The existing northbound volumes and associated delay indicate the need for additional roadway capacity.

Of the unsignalized study intersections, all approaches at the intersections operate at LOS D or better in both the AM and PM peak hour except for the northbound approach at Main Street at Presidents Boulevard. The northbound approach is currently experiencing approximately 58 seconds of delay the AM peak hour. This amount of delay is typical for a minor stop-controlled approach onto a major road, but the intersection is near the limits of two-way stop-control (TWSC) operation. As shown in the 2026 background analysis, increases in background traffic causes larger increases in delay.

D. 2026 Background Traffic Operations

In the 2026 background scenario, the widening of State Highway 205 to a four-lane facility was modeled. The northbound approach at State Highway 78 and State Highway 205 was modeled with two northbound left-turn lanes, a through lane and a channelized right-turn lane. In addition, signal timing adjustments, including an increased cycle length and adjustments to the movement timings, including un-splitting the northbound and southbound movements, were made in the 2026 build-out scenario to accommodate the traffic growth. To further improve signal operations at State Highway 78 at State Highway 205, the intersection was modeled with an actuated-coordinated control type so that the phase sequence could be adjusted. This would allow any unused time from the southbound approach to be utilized by the northbound approach, which is the heavier moment and would benefit from the additional time. The increased capacity and timing adjustments helped improve the LOS significantly so that the signal is expected to operate with only approximately 37 seconds of delay in the AM peak hour and 45 seconds of delay in the PM peak hour.

The stop-controlled approaches at the unsignalized intersections experience an increase in delay from existing conditions. Main Street at Presidents Boulevard continues to operate at LOS F in the northbound direction in the AM peak hour. In the PM peak hour, the delay is lower when compared to the AM peak, which is representative of commuter traffic that is traveling northbound towards the major roadways in the AM.

The westbound approach at both State Highway 205 at CR 485 and State Highway 205 at CR 483 are expected to operate with over 200 seconds of delay in the AM peak hour. This is due to the high northbound and southbound volumes on State Highway 205. Any increase in the through volume on State Highway 205 correlates to a relatively large

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increased delay at the stop-controlled approaches on CR 485 and CR 483. In addition, it is expected that the majority of the background site traffic, 90%, from the Crestridge Meadows development will utilize CR 485 to access State Highway 205. However, if users determine that the delay at the intersection of State Highway 205 with CR 485 or CR 483 is too great, they may elect to divert their trip to an alternative route which may include taking advantage of the signalized intersection at State Highway 78 and Lake Road.

E. 2026 Background Plus Site-Generated Traffic Operations

In the 2026 background, the same network adjustments, widening of State Highway 205 and signal timing adjustments, were made at State Highway 78 at State Highway 205.

The addition of the site-generated traffic to the 2026 background traffic results in additional delay at the existing signalized intersection and caused no change in LOS in the AM or PM peak hour. The northbound leg continues to operate with the highest amount of delay with approximately 102 seconds in the AM peak hour and 60 seconds in the PM peak hour. Since only one of the peak hours, the AM peak hour, operates with high delay, it is expected that the intersection will operate with acceptable delay the majority of the time.

Additional network improvements, such as the widening of CR 485 to a four-lane divided facility with an additional northbound through lane, was also modeled in the 2026 buildout scenario. As with the 2026 background traffic operations, the stop-controlled westbound approaches along State Highway 205 at CR 485 and CR 483 continue to operate at LOS F. Similar to the Crestridge Meadows development, the majority of the Lavon Tract development traffic is expected to heavily utilize CR 485 to access State Highway 205. Only 5% of the Lavon Tract development is expected to utilize CR 483.

The northbound approach at Main Street at Presidents Boulevard, similar to existing conditions, is expected to continue operating at LOS F due to the high existing and background northbound volumes. In the 2026 build-out scenario, CR 485 at CR 484 is modeled as an AWSC intersection. The intersection is expected to operate with minimal delay, with each approach operating at LOS B or better in both peak hours.

All eight of the Lavon Tract site driveways are expected to operate with minimal delay with their approaches operating at LOS B or better in both peak hours.

F. 2031 Background Traffic Operations

The analysis of the 2031 background traffic operations, at both the signalized intersection and unsignalized intersections, was similar to the 2026 background traffic and all the intersections continue to experience an increase in delay with the addition of five more years of background traffic growth.

G. 2031 Background Plus Site-Generated Traffic Operations

The addition of the site-generated traffic to the 2031 background traffic results in more additional delay at the signalized and unsignalized intersections. State Highway 78 at State Highway 205 was modeled with the same traffic signal timing and roadway network improvements discussed in the 2026 background plus site scenario. In the 2031 build-out scenario, the eastbound and westbound approach are expected to operate at LOS F. However, in the AM peak hour, the eastbound and westbound approach are expected to operate at LOS D, respectively. This indicates that the majority of the day, the intersection is operating with an acceptable delay.

As with the 2026 build-out scenario, CR 485 was modeled as a four-lane divided facility. The AWSC at CR 485 and CR 484 is expected to operate at LOS B after the full build-out of the site. In addition, of the site driveways are expected to operate with minimal delay with all the stop-controlled approaches and there are no changes in LOS. Since most of the site driveways will be located along a new extension of CR 485, the majority of the traffic on that roadway is expected to continue to only be the users of the development. The site driveways operate at LOS C or better after the Lavon Tract development projections are fully added to the street network.

H. Site Proportionality

The volumes at the intersection of State Highway 205 and CR 485 were analyzed to determine the proportion of traffic from the Lavon Tract development. **Table 5** and **Table 6** show a rough proportion of the traffic generated from the Lavon Tract development for both the 2026 and 2031 study years, respectively.

	Lavon Tract	Site Traffic	Total Background Traffic					
Peak Hour	AM	PM	AM	PM				
Volume (vph)	368	426	1913	2336				
Percentage of Total Volume	16.1%	15.4%	83.9%	84.6%				
Average Percent (Weighted)	15.	8%	84.	2%				

Table 5 - SH 205 and CR 485 Build Out Year (2026) Site Proportionality

	Lavon Tract	t Site Traffic	Total Background Traffic					
Peak Hour	AM	PM	AM	PM				
Volume (vph)	368	426	2349	2872				
Percentage of Total Volume	13.5%	12.9%	86.5%	87.1%				
Average Percent (Weighted)	13.	2%	86.	8%				

Table 6 - SH 205 and CR 485 Horizon Year (2031) Site Proportionality

The largest percentage of traffic generated by the Lavon Tract development is expected to occur in the AM peak hour in 2026, with 16.1% of the traffic generated by the proposed site. The lowest percentage of contribution occurs in the PM peak hour in 2031 with the site only contribute 12.9% of the total traffic. Analysis of the weighted average of the two peak hours at the intersection traffic shows that the Lavon Tract development is expected to contribute only 15.8% of the intersection traffic and 13.2% of the intersection traffic in 2026 and 2031, respectively. In both study scenarios, the proposed development contributes less than a fifth of the total traffic at State Highway 205 and CR 485.

I. Link Volume Analysis

The volume to capacity ratio (V/C) of the different roadway links that would be impacted by the proposed development's traffic was calculated for the 2021 existing traffic, 2026 background and background plus site traffic, and 2031 background and background plus site traffic scenarios. The daily link capacity for each roadway is taken from the North Central Texas Council of Governments (NCTCOG) model capacity volumes assuming the suburban residential area type. CR 484, as a minor arterial, has a capacity of 825 vehicles per hour per lane (vphpl). Existing CR 483, which will connect to Presidents Boulevard, as a major collector, has a capacity of 525 vphpl.

The link analyses, displayed below in **Table 7**, shows that both CR 484 and Presidents Boulevard currently operates with ample capacity at LOS A/B with current traffic volumes. After the traffic from the background growth, background site, and the project site are added to the network, the roadway continues to operate at LOS A/B through the 2031 background plus site scenario. After the full buildout of the site, the both roadways are left with over three-quarters of its capacity.

The site does not have a significant negative impact on the link capacities of the study roadways.

Roadway	Link	202	21 Existing	1	a de la	2026 Backg	round			2026 Site	Generated	2026 Ba	ckgroun	d+Site
From	To	Violume	V/C Ratio	LOS	Volume	Delly Volume	Volums	V/C Retio	LOS	Assignment	Daily Volume	Volume	WC Ratio	106
CR 484														
Main Street	CR 483	557	0.03	A/B	Crestridge Meadows 12.5%	657	1,303	0.08	A/B	12.5%	730	2,033	0.12	A/B
Presidents Boulev	ard				Crestridge Meadows					1				
Crestride Meadows Drive 2	Drive 8	79	0.005	A/B	20%	1,051	1,143	0.07	A/B	10.0%	584	1,727	0.10	A/B
Volume Limit 2 Lanes 16	,500						3%	growth for	5 years					
Roadway	Link	1		-221		2031 Backg	round		23	2031 Site	Generated	2031 Ba	ckgroun	d+Site
From	To	1000	TEXT'S		Volume	Daity Volume	Volume	VIC Ratio	LOS	Assignment	Daily Volume	Volume	VIC Ratio	LOS
CR 484														
Main Street	CR 483				Crestridge Meadows 12.5%	657	1,457	0.09	A/B	12.5%	730	2,187	0.13	A/B
Presidents Boulev	ard				Crestridge Meadows	1,051	1,164	0.07	A/B	10.0%	584	1,748	0.11	A/B
Crestride Meadows Drive 2	Drive 8				20.0%	55455235	673523					00568150		
Volume Limit 2 Lanes 16	,500					5% g	rowth for	5 addition	al years					

Table 7 – Link Operational Results

Volume Limit Based on NCTCOG DFWRTM Hourly Capacity Per Lane

J. Right-Turn Lane Analysis

Where justified, the addition of right-turn deceleration lanes can help inbound turning vehicles separate from the through traffic, avoiding conflicts and smoothing traffic flow. Right-turn lane analysis followed the National Cooperative Highway Research Program (NCHRP) guidance for right-turn lane installation. In this methodology, the roadway geometry, roadway speed, roadway volume and right-turn volume are taken into consideration. Based on the NCHRP methodology, none of the site driveways warrant the installation of a right-turn lane. The NCHRP analysis worksheets have been attached in the Appendix.

K. Left-Turn Lane Analysis

All intersections that have access to the proposed development were analyzed to determine the need for left-turn deceleration lanes. The criteria for left-turn deceleration lanes under the guidelines of the American Association of State Highway Officials (AASHTO) is based on the advancing and opposing volume, as well as the left turn percentage. Based on the total volumes projected at completion of the Lavon Tract development (Exhibit 8), none of the study intersections along CR 485 meet the threshold to warrant a left-turn deceleration lane, as seen below in Table 8. Auxiliary lane analysis sheets can be found in the Appendix. Note that Drive 4 and Drive 8 were not analyzed due to extremely low expected left-turn volumes at those drives.

Left-turn Lane	Direction	Proje	ected Maximu	Im Peak Hour V	olume	Left-Turn Lane
Location	Direction	Left-Turn	Advancing	% LT of Adv.	Opposing	Required?
Drive 1 from CR 485	WBL	19 vph	417 vph	4.6%	265 vph	No
SW* Drive 2 from CR 484	NBL	8 vph	37 vph	21.6%	62 vph	No
SE* Drive 2 from CR 484	SBL	58 vph	120 vph	48.3%	49 vph	No
Drive 3 from CR 484	SBL	19 vph	154 vph	12.3%	77 vph	No
Drive 4 from CR 485	WBL		-	-	-	No
Drive 5 from CR 485	EBL	19 vph	96 vph	19.8%	198 vph	No
Drive 6 from CR 485	WBL	8 vph	100 vph	20.5%	325 vph	No
Drive 7 from CR 485	WBL	12 vph	88 vph	44.4%	152 vph	No
Drive 8 from Presidents Blvd	NBL	-	-	-	-	No

Table 8 - Driveway Left-Turn Lane Analysis

*SW = Southwest Tract, SE = Southeast Tract

VI. CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, the proposed Lavon Tract development, located in Lavon, Texas, can be successfully incorporated into the surrounding roadway network provided the recommendations made in this report are considered. Traffic operations were analyzed at the study intersections for existing volumes, 2026 and 2031 background traffic volumes, and 2026 and 2031 background plus site-generated traffic volumes. Year 2026 represents the expected buildout year of the site and 2031 represents a future horizon year. Conditions were analyzed for the weekday AM and PM peak hours.

Analysis of the existing conditions showed the need for regional roadway network improvements. The planned widening of State Highway 205 will significantly improve traffic operations at State Highway 78 at State Highway 205 which is currently operating with heavy delay, specifically for the northbound approach. The delay is only expected to increase due to general traffic growth in the area and additional surrounding developments. Therefore, the additional capacity on State Highway 205 is necessary at this intersection to accommodate the heavy volumes. Building out State Highway 205 to its thoroughfare potential of a six-lane roadway could even further increase capacity. Signal timing adjustments, such as an increased cycle length and adjustments to the signal control type, could allow for a more optimal phasing that is favorable for the northbound approach. As stated in the report, running the intersection as actuated-coordinated and updating the phase sequence, can give more time for the heavy northbound approach. Other signal timing adjustments such as modifications to the existing splits, can also potentially improve traffic. However, since the majority of the traffic at this intersection is existing, the need for these intersection improvements is not due to the Lavon Tract development.

The existing study stop-controlled approaches along State Highway 205 are also currently experiencing heavy delay due to the heavy northbound and southbound volumes on State Highway 205. It is expected by 2026, without the Lavon Tract development, the CR 485 and CR 483 westbound approaches will be operating at LOS F. State Highway 205 at CR 485 is expected to be a major intersection for not only the Lavon Tract development, but also the Crestridge Meadows development that is currently under construction. Although the planned widening of State Highway 205 could potentially include intersection upgrades at CR 485, if no upgrades are provided, the intersection is expected to continue to operate poorly. Therefore, it is recommended that the City of Lavon review State Highway 205 at CR 485 for further improvements through TxDOT to help mitigate the delay. Providing separate left-turn and right-turn lanes at the intersection can potentially help decrease delay. Similarly, Main Street at Presidents Boulevard is currently experiencing heavy delay for the stop-controlled northbound approach, specifically in the AM peak hour. However, in the PM peak hour, the northbound approach operates with minimal delay which indicates that for the majority of the day, the intersection is expected to operate well.

The proposed site driveways provide the appropriate level of access for the development. All of the site driveways are expected to operate sufficiently with one inbound and one outbound lane

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after the full build out of the development. All eight of the site driveways at expected to operate at LOS C or better for the stop-controlled approach by the full build-out of the site.

The following modification to the roadway network is recommended as part of the Lavon Tract development:

Installation of an AWSC at CR 485 and CR 484

The following modifications to the external roadway network should be strongly considered at a regional level to help improve traffic operations in the vicinity of the development:

- Signal timing adjustments at State Highway 78 and State Highway 205
- Addition of an exclusive through lane at State Highway 78 and State Highway 205 to support signal timing improvements
- Intersection improvements at State Highway 205 and CR 485

APPENDIX A

A. Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). Table 9 shows the definition of level of service for signalized and unsignalized intersections.

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
В	>10 and ≤20	>10 and ≤15
С	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Table 9 – Level of Service Definitions

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. For the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is defined for each movement. Unlike signalized intersections which define LOS for each approach and for the intersection as a whole, LOS for two-way stop-controlled intersections is not defined as a whole.

Signal timings for the signalized intersections were based on field visits. Timing adjustments were made in the future scenarios to accommodate changes in traffic volumes due to background growth and site traffic, replicating how City staff will periodically review signal operations in the future.

The analyses assumed the lane geometry and intersection control shown in Exhibit 3.

The peak hour factors (PHF) for the existing traffic is known from the counts collected at the site. PHF for the future traffic and the site-generated traffic is unknown, so where this occurred the PHF was assumed to be 0.92. The traffic does not grow the most in the peak 15-minute period but rather spreads out to fill the entire peak hour, so as traffic increases, the PHF approaches 1.

в. **Traffic Counts and Historical Data**

Lavon Tract - Lavon, Texas

Historical Link Volumes and Growth Rates

Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2011	Rettop Road	Main Street	TxDOT	18,310	-
2	2013	Rettop Road	Main Street	TxDOT	19,549	3.3%
3	2014	Rettop Road	Main Street	TxDOT	19,689	0.7%
4	2015	Rettop Road	Main Street	TxDOT	22,377	13.7%
5	2016	Rettop Road	Main Street	TxDOT	23,272	4.0%
6	2017	Rettop Road	Main Street	TxDOT	20,306	-12.7%
7	2018	Rettop Road	Main Street	TxDOT	24,687	21.6%
8	2021	Rettop Road	Main Street	KHA	31,780	11.8%
				Average Grow	th 2011 - 2021:	5.3%

tate High	way 205					
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2011	State Highway 78	County Road 483	TxDOT	12,561	-
2	2013	State Highway 78	County Road 483	TXDOT	12,399	-0.6%
3	2014	State Highway 78	County Road 483	TXDOT	11,527	-7.0%
4	2015	State Highway 78	County Road 483	TXDOT	13,579	17.8%
5	2016	State Highway 78	County Road 483	TxDOT	15,197	11.9%
6	2017	State Highway 78	County Road 483	TxDOT	13,131	-13.6%
7	2018	State Highway 78	County Road 483	TxDOT	17,231	31.2%
8	2021	State Highway 78	County Road 483	KHA	19,933	5.0%

Average Growth 2011 - 2021: 5.3%

Arlington, Texas, United States 76013 817.265.8968

Count Name: CR 485 @ CR 484 Site Code: Start Date: 04/13/2021 Page No: 1

Start Time			CR 484 Southbound					Westbound S Westbound	St.	Movem			CR 484 Northbound		_			CCR 485 Eastbound			
	Left	Thru	Right	U-Tum	App. Total	Left	Thru	Right	U-Turn	App. Total 0	Left	Thru 2	Right	U-Turn	App. Total	Left	Thru	Right	U-Tum	App. Total	Int. Total
6:30 AM	0	3	4	0	7	0	0	0	0	1000	1	12	0	0	3	2	0	0	0	2	12
6:45 AM	0	2	8	0	10	0	0	0	0	0	0	4	0	0	4	5	0	0	0	5	19
Hourly Total	0	5	12	0	17	0	0	0	0	0	1	6	0	0	7	7	0	0	0	7	31
7:00 AM	0	3	7	0	10	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	14
7:15 AM	0	4	4	0	8	0	0	0	0	0	3	1	0	0	4	4	0	0	0	4	16
7:30 AM	0	8	6	0	14	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	18
7:45 AM	0	2	6	0	8	0	0	0	0	0	1	4	0	0	5	4	0	0	0	4	17
Hourly Total	0	17	23	0	40	0	0	0	0	0	4	6	0	0	10	15	0	0	0	15	65
8:00 AM	0	2	6	0	8	0	0	0	0	0	0	3	0	0	3	6	0	1	0	7	18
8:15 AM	0	8	3	0	11	0	0	0	0	0	0	2	0	0	2	12	0	2	0	14	27
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-				-	(1.83		385				1.85		•						-
Hourly Total	0	10	9	0	19	0	0	0	0	0	0	5	0	0	5	18	0	3	0	21	45
4:30 PM	0	3	4	0	7	0	0	0	0	0	1	5	0	0	6	3	0	0	0	3	16
4:45 PM	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	2	0	2	0	4	13
Hourly Total	0	6	5	0	11	0	0	0	0	0	1	10	0	0	11	5	0	2	0	7	29
5:00 PM	0	2	4	0	6	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	11
5:15 PM	0	6	4	0	10	0	D	0	0	0	0	1	0	0	1	9	0	1	0	10	21
5:30 PM	0	9	7	0	16	0	0	0	0	0	1	3	0	0	4	4	0	0	0	4	24
5:45 PM	D	6	0	0	6	0	0	0	0	0	1	10	0	0	11	10	0	0	0	10	27
Hourly Total	0	23	15	0	38	0	0	0	0	0	2	17	0	0	19	25	0	1	0	26	83
6:00 PM	0	0	5	0	5	0	0	0	0	0	0	9	0	0	9	3	0	1	0	4	18
6:15 PM	0	3	2	0	5	0	0	0	0	0	0	2	0	0	2	6	0	0	0	6	13
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	64	71	0	135	0	0	0	0	0	8	55	0	0	63	79	0	7	0	86	284
Approach %	0.0	47.4	52.6	0.0	-	0.0	0.0	0.0	0.0		12.7	87.3	0.0	0.0		91.9	0.0	8.1	0.0		204
and a start of the	0.0	22.5	25.0	0.0	47.5	0.0	0.0	0.0	0.0	0.0	2.8	19.4	0.0	0.0	22.2	27.8	0.0	2.5	12/12/2	30.3	
Total %	1000.000		60	0.0	120	0.0	0.0	0.0	0.0	0.0	5	53	0.0		58	69	0.0		0.0		-
Lights	0	60				-						96.4		0				7	0	76	254
% Lights		93.8	84.5	-	88.9	-			-	-	62.5	A free birty	-	-	92.1	87.3		100.0		88.4	89.4
Mediums	0	3	11	0	14	0	0	0	0	0	2	1	0	0	3	9	0	0	0	9	26
% Mediums		4.7	15.5	+	10.4	-	(a)		1940 1940		25.0	1.8		•	4.8	11.4		0.0		10.5	9.2
rticulated Trucks	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	4
Articulated Trucks	*	1.6	0.0		0.7	27.5	(A),		(87	- 395	12.5	1.8	۰.		3.2	1.3	-	0.0		1,2	1.4

Turning Movement Data

Arlington, Texas, United States 76013 817.265.8968

Count Name: CR 485 @ SH 205 Site Code: Start Date: 04/13/2021 Page No: 1

SH 205 CR 485 SH 205 RESIDENTIAL DWY Westbound Southbound Northbound Eastbound Start Time Left Thru U-Turn App. Total Left Thru Right U-Turn App. Total Left Thru U-Turn Right Right App. Total Left Thru Right U-Tum App. Total 6:30 AM 6:45 AM ū Hourdy Total 7:00 AM a 7:15 AM D 7:30 AM 7:45 AM Hourly Total 8:00 AM 8:15 AM *** BREAK *** -. -Ð Hourly Total 4:30 PM 4:45 PM D Hourly Total 5:00 PM D 5:15 PM D 5:30 PM 5:45 PM Hourly Total 6:00 PM 6:15 PM 6:30 PM Grand Total 44.4 0.0 55.6 0.0 0.0 0.0 97.3 2.7 0.0 Approach % 1.2 98.7 0.0 . 0.0 50.0 50.0 0.0 -Total % 0.6 49.7 0.0 0.0 50.4 0.9 0.0 0.7 0.0 1.6 0.0 46.7 1.3 0.0 48.0 0.0 0.0 0.0 0.0 0.0 Lights % Lights 75.0 94.2 100.0 94.0 100.0 55.0 80.0 0.0 94.4 94.6 94.4 . . 0.0 100.0 50.0 . . Mediums

17.8

2.2

100.0

0.0

2.6

3.0

5.4

0.0

.

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2.7

2.9

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100.0

0.0

0.0

0.0

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0.0

0.0

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3.1

3.0

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% Mediums

vrticulated Trucks

Articulated Trucks

22.2

2.8

2.8

3.0

0.0

0.0

40.0

5.0

-

-

Turning Movement Data

50.0

0.0

Int. Total

.

93.9

3,1

2.9

Arlington, Texas, United States 76013 817.265.8968

Count Name: MAIN ST @ PRESIDENTS BLVD Site Code: Start Date: 04/13/2021 Page No: 1

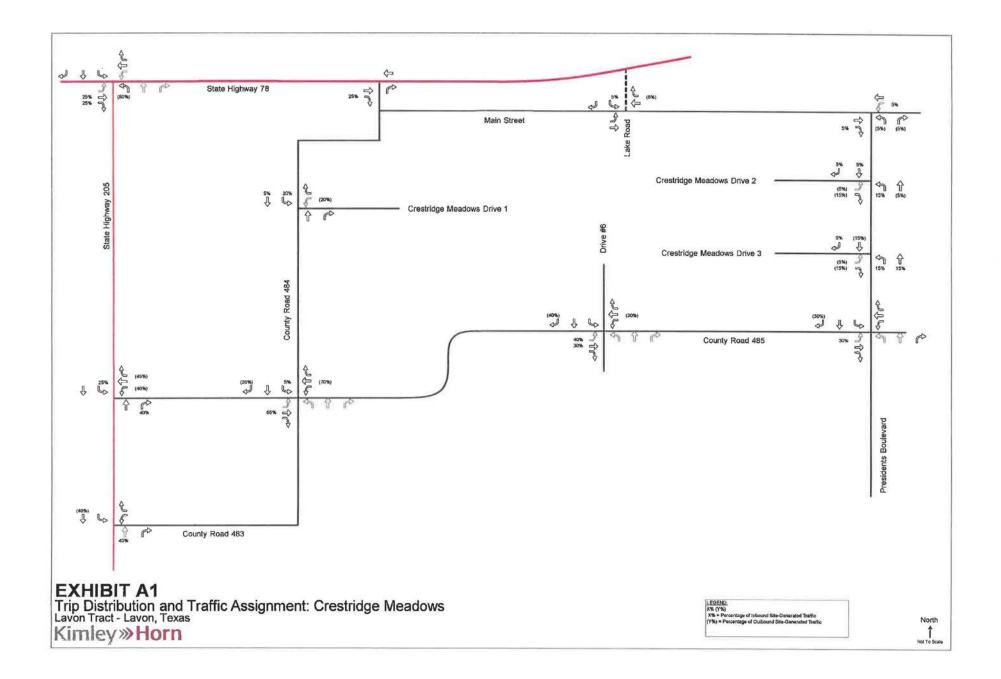
Start Time			SIDENTIAL I Southbound	1				MAIN ST Westbound)	Movem		PR	ESIDENTS E Northbound	±				MAIN ST Eastbound			
	Left	Thru	Right	U-Turn	App. Total 0	Left	Thru	Right	U-Tum	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Tum	App. Total	Int. Total
6:30 AM	0	0	0	0		13	79		0	92	20	0	3	0	23	0	16	6	0	22	137
6:45 AM	0	0	0	0	0	21	88	0	0	109	19	0	4	0	23	0	19	31	0	50	182
Hourly Total	0	0	0	0	0	34	167	0	0	201	39	0		0	46	0	35	37	0	72	319
7:00 AM	0	0	0	0	0	42	96	0	0	138	50	0	36	0	86	0	26	39	0	65	289
7:15 AM	1	0	0	0	1	32	95	0	0	127	56	0	42	0	98	0	23	46	0	69	295
7:30 AM	0	0	0	0	0	2	85	0	0	87	40	0	21	0	61	0	21	10	0	31	179
7:45 AM	0	0	0	0	0	9	91	0	0	100	17	0	15	0	32	0	22	2	0	24	156
Hourly Total	1	0	0	0	1	85	367	0	0	452	163	0	114	0	277	0	92	97	0	189	919
8:00 AM	0	0	0	0	0	1	64	0	0	65	14	0	3	0	17	0	30	15	0	45	127
8:15 AM	0	0	0	0	0	0	52	0	0	52	22	0	1	0	23	0	22	8	0	30	105
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	•		-	•								+	+					(146)	+	-	-
Hourly Total	0	0	0	0	0	1	116	0	0	117	36	0	4	0	40	0	52	23	0	75	232
4:30 PM	0	0	0	0	0	10	37	0	0	47	15	0	9	0	24	0	60	23	0	83	154
4:45 PM	0	0	0	0	0	2	42	0	0	44	15	0	10	0	25	0	71	21	0	92	161
Hourly Total	0	D	0	0	0	12	79	0	0	91	30	0	19	0	49	0	131	44	0	175	315
5:00 PM	0	0	0	0	0	2	39	0	1	42	13	0	3	0	16	1	83	26	0	110	168
5:15 PM	0	0	2	0	2	2	61	0	0	63	22	0	5	0	27	1	96	19	0	116	208
5:30 PM	0	0	0	0	0	2	43	D	0	45	16	0	2	0	18	2	88	20	0	110	173
5:45 PM	1	0	0	0	1	2	46	1	0	49	17	0	4	0	21	1	78	20	0	99	170
Hourly Total	1	0	2	0	3	8	189	1	1	199	68	0	14	0	82	5	345	85	0	435	719
6:00 PM	0	0	0	0	0	7	41	0	0	48	10	0	2	0	12	0	91	27	0	118	178
6:15 PM	1	0	0	0	1	4	44	0	0	48	8	0	4	0	12	D	79	20	0	99	160
6:30 PM	0	0	0	0	0	0	D	0	0	0	0	0	0	D	0	0	0	0	0	0	0
Grand Total	3	0	2	0	5	151	1003	1	1	1156	354	0	164	0	518	5	825	333	0	1163	2842
Approach %	60.0	0.0	40.0	0.0		13.1	86.8	0.1	0.1	-	68.3	0.0	31.7	0.0		0.4	70.9	28,6	0.0		
Total %	0.1	0.0	0.1	0.0	0.2	5.3	35.3	0.0	0.0	40.7	12.5	0.0	5.8	0.0	18.2	0.2	29.0	11.7	0.0	40.9	
Lights	3	0	2	0	5	140	982	1	1	1124	352	0	155	0	507	5	811	329	0	1145	2781
% Lights	100.0		100.0		100.0	92.7	97.9	100.0	100.0	97.2	99.4	-	94.5	-	97.9	100.0	98.3	98.8		98.5	97.9
Mediums	0	0	0	0	0	11	17	0	0	28	2	0	9	0	11	0	11	3	0	14	53
% Mediums	0.0		0.0		0.0	7.3	1.7	0.0	0.0	2.4	0.6	-	5.5		2.1	0.0	1.3	0.9		1.2	1.9
ticulated Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	8
Articulated Trucks	0.0	2	0.0		0.0	0.0	0.4	0.0	0.0	0.3	0.0	2.0	0.0	1923	0.0	0.0	0.4	0.3		0.3	0.3

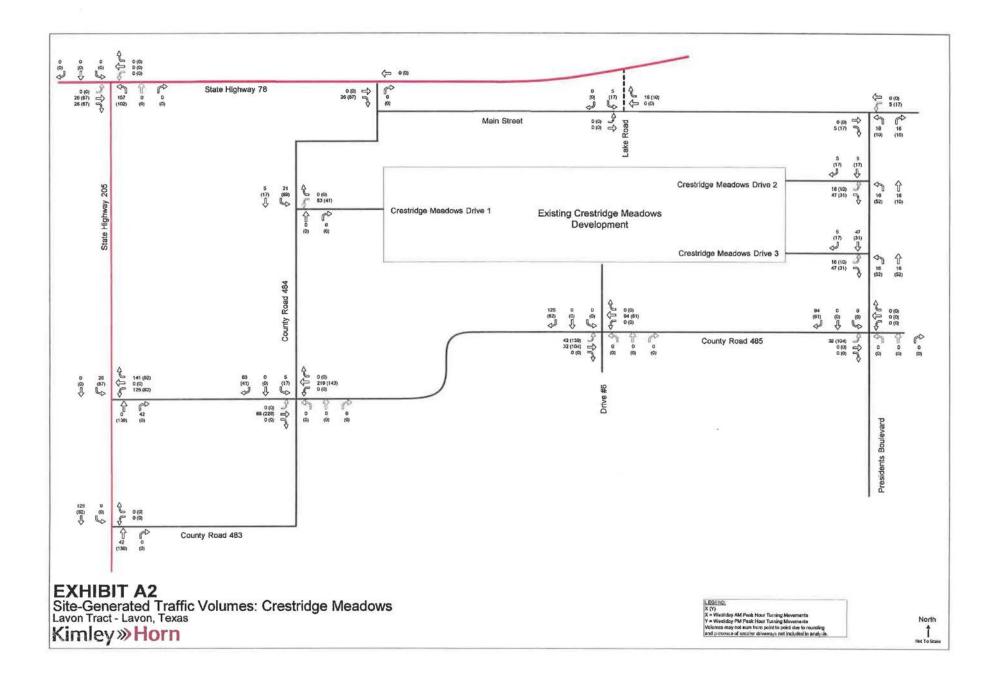
Turning Movement Data

Arlington, Texas, United States 76013 817.265.8968

Count Name: SH 78 @ MAIN ST Site Code: Start Date: 04/13/2021 Page No: 1

								Τι	Irning	Movem	ent D	ata									
ChatThea			outhbound S Southbound					SH 78 Westbound					MAIN ST Northbound	6				SH 78 Eastbound			[
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Tum	App. Total	Int. Total
6:30 AM	0	0	0	0	0	0	365	0	0	365	0	0	31	0	31	0	121	14	0	135	531
6:45 AM	0	0	0	0	0	0	446	0	0	446	0	0	30	0	30	0	128	31	0	159	635
Hourly Total	0	0	0	0	0	0	811	0	0	811	0	0	61	0	61	0	249	45	0	294	1166
7:00 AM	0	0	0	0	0	0	432	0	0	432	0	0	35	0	35	0	110	39	0	149	616
7:15 AM	0	0	0	0	0	0	481	0	0	481	0	0	55	0	55	0	150	49	0	199	735
7:30 AM	0	0	0	0	0	0	448	0	O	448	0	0	37	0	37	0	164	20	0	184	669
7:45 AM	0	0	0	0	0	0	481	0	0	481	0	0	36	0	36	0	136	25	0	161	678
Hourly Total	0	0	0	0	0	0	1842	0	0	1842	0	0	163	0	163	0	560	133	0	693	2698
8:00 AM	0	0	0	0	0	0	339	0	0	339	0	0	19	0	19	0	135	31	0	166	524
8:15 AM	0	0	0	0	0	0	319	0	0	319	0	0	26	0	26	0	117	24	0	141	486
8:30 AM	0	D	0	0	0	0	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0
*** BREAK ***		-	-	-																-	
Hourty Total	0	0	0	0	0	0	658	0	0	658	0	0	45	0	45	0	252	55	0	307	1010
4:30 PM	0	0	0	0	0	0	222	0	0	222	0	0	14	0	14	0	289	75	0	364	600
4:45 PM	0	0	0	0	0	0	253	0	0	253	0	0	8	0	8	0	312	75	0	387	648
Hourty Total	0	0	0	0	0	0	475	0	0	475	0	0	22	0	22	0	601	150	0	751	1248
5:00 PM	0	0	0	0	0	0	269	0	0	269	0	0	13	0	13	0	376	116	0	492	774
5:15 PM	0	0	0	0	0	0	268	0	0	268	0	0	22	0	22	0	353	90	0	443	733
5:30 PM	0	0	0	0	0	0	268	0	0	288	0	0	13	0	13	0	376	110	0	486	787
5:45 PM	0	0	0	0	0	0	255	0	0	255	0	0	17	0	17	0	308	87	0	395	667
Hourly Total	0	0	0	0	0	0	1080	0	0	1080	0	0	65	0	65	0	1413	403	0	1816	2961
6:00 PM	0	0	0	0	0	0	208	0	0	208	0	0	19	0	19	0	332	100	0	432	659
6:15 PM	0	0	0	0	0	0	204	0	0	204	0	0	14	0	14	0	323	80	0	403	621
Grand Total	0	0	0	0	0	0	5278	0	0	5278	0	0	389	0	389	0	3730	966	0	4696	10363
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	-	0.0	0.0	100.0	0.0		0.0	79.4	20.6	0.0	-	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	50.9	0.0	0.0	3.8	0.0	3.8	0.0	36.0	9.3	0.0	45.3	
Lights	0	0	0	0	0	0	5092	0	0	5092	0	0	382	0	382	0	3578	932	0	4510	9984
% Lights		-		2		2	96,5	-	-	96.5	-	2	98.2	-	98.2		95.9	96.5	-	96.0	96.3
Mediums	0	D	0	0	0	0	82	0	0	82	0	0	6	0	6	0	57	32	0	89	177
% Mediums		-		-			1.6	-	-	1.6		-	1.5		1.5		1.5	3.3		1.9	1.7
rticulated Trucks	0	0	0	0	0	0	104	0	0	104	0	D	1	0	1	0	95	2	0	97	202
Articulated Trucks			4				2.0			2.0		-	0.3		0.3		2.5	0.2		2.1	1.9





C. All-Way Stop Control Warrant Analysis

kimley-hom.com 13455 Noel Road, Two Galleria Office Tower, Suite 700, Dallas, TX 75240 972 770 1300

MULTI-WAY	STOP	SIGN	WARRANT	ANALYSIS

	City/County: Lavon		85th-percer	ntile speed on th	ne major street exce	eds 40 mph? ()	(or N)	Y.			
	State:		Dermingele splite fan gade - adressijer a	Гехаз	4				Year	2026	
	Date:		5/	6/2021						Gardenine anno i r ea agustan realachant an	1
	Major Stre	et:	C	R 485			Analyzed by:		Kimley-	Harn	
	Minor Stre			R 484			Analyzed by:		Kimley-	THE PORT SHORE MANAGE	uniter of Waterbourse differences and good
			, .		3		Analyzed by:		Kinney	nom	
	24-Hour Vo	huma	Summoru	Major Street	Minor Street	Bicycle	Pedestrian	War	rant 1		ant 1 / Rank
	2411001 00	nume	s Summary	Total of Both Approaches	Total of Both Approaches	Total of All Approaches	Total of All Approaches	Major Street	Minor Street	Major Street	Minor Street
6:00 AM	06:00 AM	TO	07:00 AM	344	193			164%	138%	15	15
		TO	08:00 AM	616	347			293%	248%	6	6
		то	09:00 AM	567	321			270%	229%	7	7
9:00 AM	09:00 AM	TO	10:00 AM	399	226			190%	162%	14	14
10:00 AM	10:00 AM	то	11:00 AM	447	254			213%	182%	12	12
1:00 AM	11:00 AM	TO	12:00 PM	492	281			23436	201%	12	11
2:00 PM	12:00 PM	TO	01:00 PM	518	296			247%	211%	9	9
1:00 PM	01:00 PM	то	02:00 PM	557	317			265%	227%	8	8
2:00 PM	02:00 PM	то	03:00 PM	618	352			294%	252%	5	5
3:00 PM	03:00 PM	то	04:00 PM	681	390			324%	279%	4	3
4:00 PM	04:00 PM	TO	05:00 PM	846	484		a da a da ar anna ann ann ann ann ann ann ann an	403%	346%	1	1
5:00 PM	05:00 PM	то	06:00 PM	831	475			396%	339%	2	2
6:00 PM	06:00 PM	то	07:00 PM	682	389			325%	278%	3	4
7:00 PM	07:00 PM	то	08:00 PM	494	282			235%	202%	10	10
		то	09:00 PM	444	255			211%	182%	13	12
9:00 PM	09:00 PM	то	10:00 PM	326	187			155%	133%	16	16
	Source:			т	MUTCD, 2011 Ed	dition			shold ues	Average of T Of Mind	fop 8 Hours r Street
	Created By	y:		Kimley	-Horn and Asso	ciates, Inc.		210	140	675	384
										iummary Aet? YES	
						COMMENTS/	NOTES:				
1		repetit *origons									
			_								
	11									There are	7

MULTI-WAY STOP SIGN WARRANT ANALYSIS

	City/Cou	•	harder - draw Breaklers war	lavon	85th-percer	ntile speed on th	ne major street e	xceeds 40	mph? (Y	or N)	Y	
	State	-	And a state of the	Texas						Year	2026	
	Date	:	5/	6/2021	2							
	Major Str	eet:	Presider	ts Boulevard			Analyzed by:	-		Kimley-	Horn	
	Minor Str	reet:	C	R 485			Analyzed by:	21510 H.21012/2017 1002000	read year a fede	Kimley-	Horn	fundami ini da ana mana paga paga p
	Major Street 24-Hour Volume Summary		Major Street	Minor Street	Bicycle	Pedestrian	Γ	Warr	ant 1		rant 1 y Rank	
	24-11001 0	olam	e Jummary	Total of Both	Total of Both	Total of All	Total of All		Major	Minor	Major	Minor
				Approaches	Approaches	Approaches	Approaches		Street	Street	Street	Street
6:00 AM	06:00 AM	TO	07:00 AM	29	44				14%	31%	16	15
7:00 AM	07:00 AM	TO	08:00 AM	89	78				42%	56%	8	4
8:00 AM	08:00 AM	то	09:00 AM	80	70				38%	50%	10	6
9:00 AM	09:00 AM	TO	10:00 AM	54	48	and the second			26%	34%	15	13
0:00 AM	10:00 AM	то	11:00 AM	68	52				32%	37%	12	12
1:00 AM	11:00 AM	TO	12:00 PM	114	55				54%	39%	3	10
2:00 PM	12:00 PM	то	01:00 PM	90	58				43%	42%	7	9
1:00 PM	01:00 PM	то	02:00 PM	82	63				39%	45%	9	8
2:00 PM	02:00 PM	TO	03:00 PM	98	69				47%	50%	5	6
	03:00 PM	то	04:00 PM	100	74				47%	53%	5	5
	04:00 PM	то	05:00 PM	136	92				65%	66%	2	2
	05:00 PM	то	06:00 PM	138	91				66%	65%	1	3
	06:00 PM	TO	07:00 PM	104	116				50%	83%	4	1
	07:00 PM	то	08:00 PM	77	54				37%	38%	11	11
	08:00 PM	то	09:00 PM	67	46	-			32%	33%	12	14
9:00 PM	09:00 PM	то	10:00 PM	59	34				28%	25%	14	16
									Three	shold	Average of	Top 8 Hours
	Source	::		TI	MUTCD, 2011 Ed	dition			Valı	ues	Of Minc	or Street
	Created	Ву:		Kimley	-Horn and Asso	ciates, Inc.			210	140	101	82
										S	ummary	
		_						L		N	vlet? NO	
						COMMENTS/	NOTES:					
			9 m	re (gitarm (r remegne et gran, e reçue et et er rem								

D. Left-Turn Lane Warrant Analysis

kimley-hom.com 13455 Noel Road, Two Galleria Office Tower, Suite 700, Dallas, TX 75240 972 770 1300

Lavon Tract Development		PM Peak	
2026 Buildout	Drive 1 at FM 485		
Table 3-11: Guide for Left-Turn Lanes on Two-Lane Highways			

Opposing Volume (vph)	Advancing Volume (vph)					
_	5 % Left Turns	10 % Left Turns	20 % Left Turns	30 % Left Turns		
40 mph [60 km	/h] Design Spee	d				
	-		-	+		
800	330	240	180	160		
600	410	305	225	200		
- 400	-		-	245		
265	510 597.75	380	275	243		
200		470	350	305		
	-	*		*		
100			390	340		
50 mph [80 km	/h] Design Spee	d				
-			÷	-		
-	-	-		-		
		-	•	-		
-	-	-	-	-		
-	-	-	-	-		
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		-		-		
-	-	-	-	17.1		
	-	-	2.	8		
-	-	-	-	÷.		
55 mph [90 km	/h] Design Spee	d (Interpolated)				
<u>م</u>	·	-		-		
-	-	-	-	9		
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60 mph [100 kr	n/h] Design Spe	ed				
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	-	-	0	-		
-			• - -	-		

Enter Design Speed	40 mph
Enter Opposing Volume	265 vph
Enter Percent Left Turns	4.6%
Left Turn Volume	19 vph
Advancing Volume	417 vph
Warrant Volume	597.8 vph
Is Left Turn Warranted?	NO

Lavon Tract Development PM Peak 2026 Buildout SW Drive 2 at FM 484 Table 3-11: Guide for Left-Turn Lanes on Two-Lane Highways

Opposing Advancing Volume (vph) Volume (vph) 10 % Left 20 % Left 30 % Left 5 % Left Turns Turns Turns Turns 40 mph [60 km/h] Design Speed 800 330 240 180 160 600 410 305 225 200 510 380 400 275 245 285.5 265 200 640 305 470 350 100 720 515 390 340 50 mph [80 km/h] Design Speed L -_ _ _ -. -.... . -_ -----55 mph [90 km/h] Design Speed (Interpolated) ----_ _ -_ _ -_ --_ _ _ _ --.... -60 mph [100 km/h] Design Speed _ ----_ _ _ 5 --..... -_ -_ . --_ 5 -

Enter Design Speed	40 mph
Enter Opposing Volume	62 vph
Enter Percent Left Turns	21.6%
Left Turn Volume	8 vph
Advancing Volume	37 vph
Warrant Volume	285.5 vph
Is Left Turn Warranted?	NO

Lavon Tract Development 2026 Buildout SE Drive 2 at FM 484

PM Peak

Table 3-11: Guide for Left-Turn Lanes on Two-Lane Highways

Opposing Volume (vph)	Advancing Volume (vph)				
_	5 % Left Turns	10 % Left Turns	20 % Left Turns	30 % Left Turns	
40 mph [60 km	/h] Design Spee	d			
	9	-	-	-	
800	330	240	180	160	
		-	-	-	
600	410	305	225	200	
400	510	- 380	275	- 245	
265	210	380	2/5		
203	640	470	- 350	285.	
200		470			
100	720	515	390	340	
	/h] Design Spee		330	540	
_	-		-	-	
_	_	-	-	-	
	-		-		
-	_	-	-	-	
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-	-		*	-	
-	-	-	-	-	
-	-	•	-	140 C	
-	-	-	-	-	
55 mph (90 km	/h] Design Spee	d (Interpolated)			
-	-		-	-	
-	-	-	-	-	
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	-			25	
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- - 60 mph [100 kr	- - n/h] Design Spe	- - ed	-	-	
- - 60 mph [100 kr	- - n/h] Design Spe	- - ed	-	-	
- - 60 mph [100 kr - -	- - n/h] Design Spe -	- - ed -	- - -		
- - 60 mph [100 kr - -	- - n/h] Design Spe -	- - ed -	- - -		
- - 60 mph [100 kr - -	- - n/h] Design Spe - - -	- - ed -			
- - 60 mph [100 kr - -	- - n/h] Design Spe - - -	- - ed -			

Enter Design Speed Enter Opposing Volume Enter Percent Left Turns Left Turn Volume Advancing Volume Warrant Volume Is Left Turn Warranted? 40 mph 49 vph 48.3% 58 vph 120 vph 285.5 vph NO

Lavon Tract Development PM Peak 2026 Buildout Drive 3 at FM 484 Table 3-11: Guide for Left-Turn Lanes on Two-Lane Highways

Opposing Volume (vph)		Advancing V	ncing Volume (vph)			
	5 % Left Turns	10 % Left Turns	20 % Left Turns	30 % Left Turns		
40 mph [60 km	/h] Design Spee	d				
	-	-	-	-		
800	330	240	180	160		
-		-	*	*		
600	410	305	225	200		
		-	-	-		
400	510	380	275	249		
265	*		325.625	-		
200	640	470	350	305		
fa	<u></u>	-	-	-		
100	720	515	390	340		
50 mph [80 km,	/h] Design Spee	d				
-	-	5	-			
-	-	-	-	-		
-	w	-	-	-		
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_		-	_	-		
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-	-	-	-	-		
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55 mph (90 km	/h1 Design Spee	d (Interpolated)				
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- 60 mah [100 km	-	-	-	-		
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Enter Design Speed	40 mph
Enter Opposing Volume	77 vph
Enter Percent Left Turns	12.3%
Left Turn Volume	19 vph
Advancing Volume	154 vph
Warrant Volume	325.6 vph
Is Left Turn Warranted?	NO

.

Lavon Tract Development PM Peak 2026 Buildout Drive 5 at FM 485 Table 3-11: Guide for Left-Turn Lanes on Two-Lane Highways

Advancing Volume (vph)				
5 % Left Turns	10 % Left Turns	20 % Left Turns	30 % Left Turns	
/h] Design Spee	d			
	-	-	-	
330	240	180	16	
-	-		-	
410	- 305	- 225	200	
510	380	275	24!	
-	-	325,625		
640	470	350	30!	
-	- E1E	-	-	
		590	340	
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h] Design Spee	d (Interpolated)			
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- - - - - n/h] Design Spe -	- - - - ed -			
- - - - n/h] Design Spe	- - - - ed			
- - - - n/h] Design Spe - -				
- - - - - n/h] Design Spe -	- - - - ed -			
- - - - - - - - - -	- - - - ed - - - -			
- - - - n/h] Design Spe - -				
	/h] Design Spee 330 410 510 - 640 - 720 /h] Design Spee - - - - - - - - - - - - -	10 % Left Turns 5 % Left Turns /h] Design Speed 330 330 330 240 330 240 330 240 330 240 330 240 330 240 330 240 330 240 330 240 330 240 330 240 330 240 330 240 330 240 330 240 330 240 3510 380 390 390 390 390 390 390 390 390 390 390 390 390 390 39	10 % Left Turns 20 % Left Turns 5 % Left Turns Turns 7 10 % Left Turns Turns /h] Design Speet - 330 240 180 330 240 180 - - - 410 305 225 - - - 510 380 275 - - 325.625 640 470 350 720 515 390 /h] Design Speet - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -	

Enter Design Speed	40 mph
Enter Opposing Volume	198 vph
Enter Percent Left Turns	19.8%
Left Turn Volume	19 vph
Advancing Volume	96 vph
Warrant Volume	325.6 vph
Is Left Turn Warranted?	NO

Lavon Tract Development PM Peak 2026 Buildout Drive 6 at FM 485 Table 2 11 C did Sub 6 11

Table 3-11: Guide for Left-Turn Lanes on Two-Lane Highways Opposing Advancing Volume (vph) Volume (vph) 10 % Left 20 % Left 30 % Left 5 % Left Turns Turns Turns Turns 40 mph [60 km/h] Design Speed 800 330 240 180 160 600 410 305 225 200 400 510 380 275 245 265 440.75 200 640 470 350 305 100 720 515 390 340 50 mph [80 km/h] Design Speed -_ _ _ _ -. --_ ---------55 mph [90 km/h] Design Speed (Interpolated) -----... ---~ _ ----_ --_ 2 ---60 mph [100 km/h] Design Speed ----L _ -------_ --_ -Ļ ---

Enter Design Speed40 mphEnter Opposing Volume325 vphEnter Percent Left Turns8.0%Left Turn Volume8 vphAdvancing Volume100 vphWarrant Volume440.8Is Left Turn Warranted?NO

Lavon Tract Development PM Peak 2026 Buildout Drive 7 at FM 485 Table 3-11: Guide for Left-Turn Lanes on Two-Lane Highways

Opposing Volume (vph)	Advancing Volume (vph)			
_	5 % Left Turns	10 % Left Turns	20 % Left Turns	30 % Left Turns
40 mph [60 km,	/h] Design Spee	d		
+	e	•		-
800	330	240	180	160
600	410	305	225	200
400	- 510	380	- 275	- 245
265	_	-	325.625	-
200	640	470	350	305
- 100	720	515	- 390	340
50 mph [80 km,	/h] Design Spee	d		
-	-	e	16	
-	-	-	-	-
-	τ	-	5.	
-	-	-	-	-
-	-	-	-	4
-	-	-	-	-
-		-	-	-
-	-	-	-	-
	-	-	-	-
-	-	-	-	-
55 mph [90 km	/h] Design Spee	d (Interpolated))	
-	-	2	-	-
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-	-	-	-	-
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60 mph [100 kr	n/h] Design Spe	ed		
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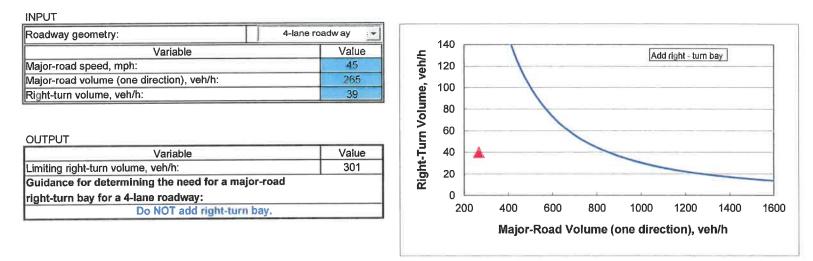
Enter Design Speed	40 mph
Enter Opposing Volume	152 vph
Enter Percent Left Turns	13.6%
Left Turn Volume	12 vph
Advancing Volume	88 vph
Warrant Volume	325.6 vph
Is Left Turn Warranted?	NO

E. Right-Turn Lane Warrant Analysis

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Drive 1

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

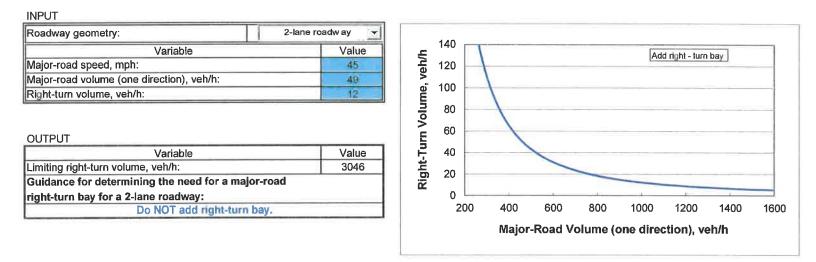


Drive 2 SW igure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Deside an anna data a			224								
Roadway geometry:		2-lane roadw ay		440							
Variable		Value	e _	140				Ad	d right - turn	hav	
Major-road speed, mph:		45	veh/h	120	1			[7 tur	a ngin tan		_
Major-road volume (one direction), veh/h:		120		100	1						
Right-turn volume, veh/h:		19	це I	100							
			1	80	1	_					
			Volu								-
OUTPUT				80 60							
OUTPUT	-	Value			/						
		Value 590		60 40	/						
Variable	a major-road	590		60	/		_				
Variable Limiting right-turn volume, veh/h: Guidance for determining the need for a	a major-road	590		60 40							
Variable Limiting right-turn volume, veh/h:		590		60 40	400	600	800	1000	1200	1400	1600

Drive 2 SE

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



Drive 3 Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Roadway geometry:	2-lane roadv	vay 🔫									
Variable		Value	ع ا	140	1			Add	l right - turn	hav	
Major-road speed, mph:		45	eh/h	120	1			Proc	i rigni - turn	Day	_
Major-road volume (one direction), veh/h:		77	>	100							
Right-turn volume, veh/h:		19	me	100							
			olume,	80	1						-
			2	60					_		
DUTPUT		Value	Turn V	60 40	/						
Variable		Value 1331	ht-Turn V	40							
Variable Limiting right-turn volume, veh/h:	major-road		Right-Turn V								
Variable Limiting right-turn volume, veh/h: Guidance for determining the need for a	major-road		Right-Turn V	40 20 0							
OUTPUT Variable Limiting right-turn volume, veh/h: Guidance for determining the need for a right-turn bay for a 2-lane roadway: Do NOT add right-l	_		Right-Turn V	40	0 400	600	800	1000	1200	1400	1600

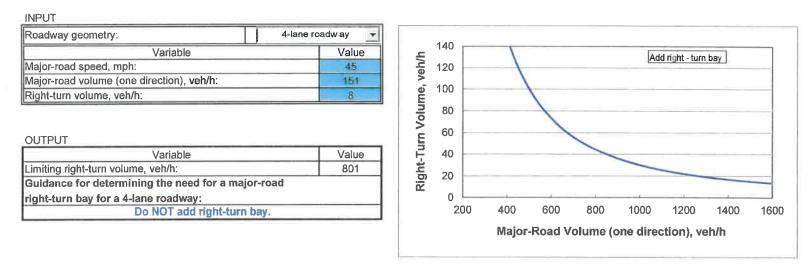
Drive 4 Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Roadway geometry: 4-lan	e roadw ay 🔄									
Variable	Value		140	1			Ad	d right - turr	hav	
Major-road speed, mph:	45	veh/h	120	1			P.M.	a right - turi	Трау	
Major-road volume (one direction), veh/h:	155		100							
Right-turn volume, veh/h:	58	ue l	100							
		Volume	80		1					
			60							
OUTPUT			00							
Variable	Value	I F	40				-			
Limiting right-turn volume, veh/h:	766	Right-Turn	20							
Guidance for determining the need for a major-road		Ľi,	20							
right-turn bay for a 4-lane roadway:			0							
Do NOT add right-turn bay.			200	400	600	800	1000	1200	1400	1600
				Maior	-Road V	olume (one direc	tion) v	ah/h	
				major	-itouu i	oranic (,uon, v	einii	

Drive 5

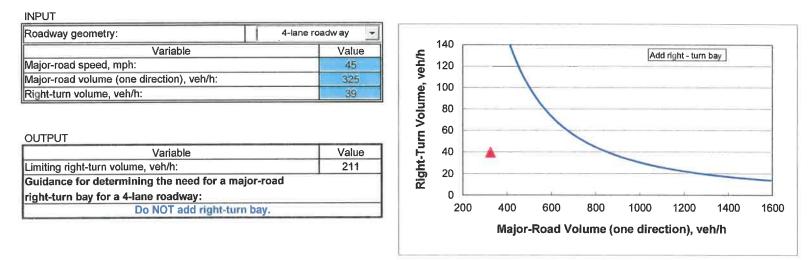
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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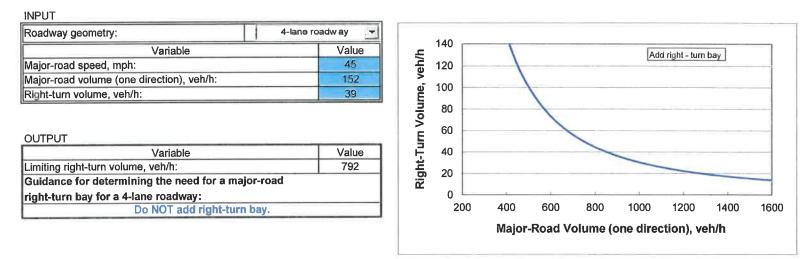


Drive 6

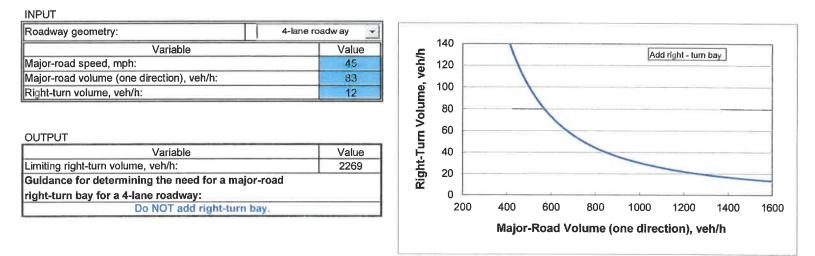
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



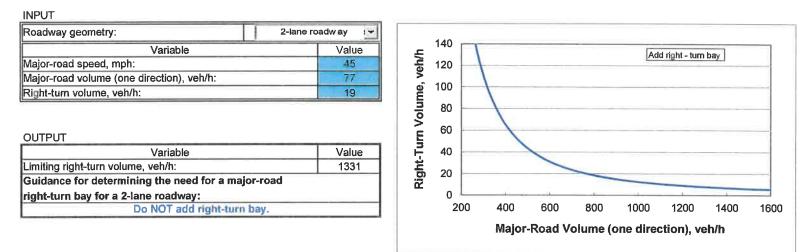
Drive 7 Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



Drive 8 igure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



Drive 3 Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

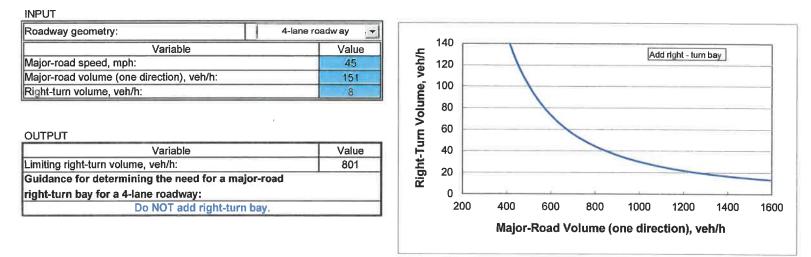


10.

Drive 4 Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Roadway geometry:	4-lane roadw ay 🔄		
Variable	Value	Add right - turn bay	
Major-road speed, mph:	45	Add right - turn bay	
Major-road volume (one direction), veh/h:	155		
Right-turn volume, veh/h:	58	g 100	
		80 80	
		60	
OUTPUT			
Variable	Value	⊢ 40	
	766		
Limiting right-turn volume, veh/h:	100		
Limiting right-turn volume, veh/h: Guidance for determining the need for a major-ro			
Guidance for determining the need for a major-ro	bad		0 1600

Drive 5 Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



Drive 6

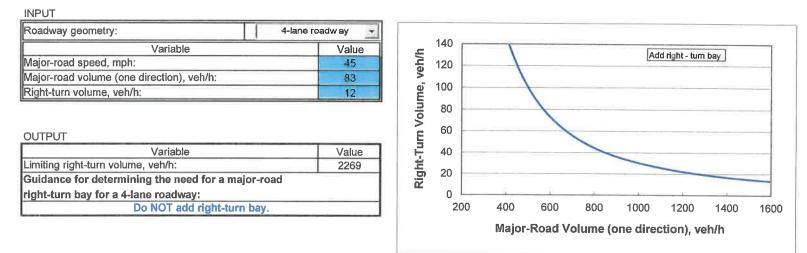
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Roadway geometry:	4-lane roadwa	ву 💽							
Variable		Value	_ ¹⁴⁰ آ			Ada	l right - turn	hau	
Major-road speed, mph:		45	4/4 120	<u> </u>		Inuc	ngni - tam	Day	
Major-road volume (one direction), veh/h:		325							
Right-turn volume, veh/h:		39	100 mune						
			80						
OUTPUT			-10 -10 -10 -10 -00						
Variable		Value	L. 40						_
Limiting right turn volume, vol/h:		211	L 40 20						
Limiting right-turn volume, veh/h:			<u>ັ</u> ຫ 20 –						
Guidance for determining the need for a	major-road								
	major-road		[™] 0						
Guidance for determining the need for a				400 60	00 800	1000	1200	1400	1600

Drive 7 Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Roadway geometry:	4-lane roa	adway 👻									
Variable		Value	-	140	1			[A.d.	d right - turn	havel	
Major-road speed, mph:		45	veh/h	120	1			[Au	u rigni - turn	bay	
Major-road volume (one direction), veh/	/h:	152									
Right-turn volume, veh/h:		39	ne	100	1						
			Volume,	80		/					
			-	60							
OUTPUT											
Variable		Value	- F	40				-			
		Value 792	ht-T					-			
Limiting right-turn volume, veh/h:	or a major-road		Right-T	40 20				-	-		
Limiting right-turn volume, veh/h: Guidance for determining the need fo	or a major-road		Right-Turn					_			
Variable Limiting right-turn volume, veh/h: Guidance for determining the need for right-turn bay for a 4-lane roadway: Do NOT add rig			Right-T		400	600	800	1000	1200	1400	160

Drive 8 igure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



Kimley **»Horn**

F. Synchro Results

Synchro[™] Output – 2021 Existing Traffic

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	≯		7	1	-	. 🔨	1	1	1	- \	4	4
Lane Group	EBL	EBT	EBP	WBL	WBT	WBR	NEL	NBT	NBR	SR	S8!	SBF
Lane Configurations	N.	***	1	N.	445	110-11-		4	1	and the second	4	
Traffic Volume (vph)	16	562	336	174	680	0	612	4	44	18	16	-11
Future Volume (vph)	16	562	336	174	680	Ő	612	4	44	18	16	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	1000	200	150	1000	0	0	1000	150	0	1000	(
Storage Lanes	1		LUU	1		0	0		108	Ű.	_	i
Taper Length (R)	25			25			25			25		
Lane Util, Factor	1.00	0:91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1 00	1.00	1.00
Fit	1.00	Widt a	0.850	1.00	Million	10.23	1 HIV	1,00	0.850	100	0.969	1.00
Fit Protected	0.950		0.000	0 950				0.953	0.000		0.980	
Satd. Flow (prot)	1770	5085	1583	1770	5085	0	0	1775	1583	0	1769	C
Flt Permitted	0 359	2005	1303	0.354	3003	v	0	0.953	1005	U	0 980	
Satd. Flow (perm)	669	5085	1583	659	5085	0	0	1775	1583	0	1769	(
	005	3003	Yes	035	3003	Yes	v	1115	Yes	U	1703	Yes
Right Turn on Red Satd. Flow (RTOR)			365			4,42,34			113		9	1143
		30	202	_	50			45	115	_	30	
Link Speed (mph)		506						2241			368	-
Link Distance (ft)					2334		_	34.0			8.4	-
Travel Time (s)	0.00	11.5	0.00	0.00	31.8	0.00	0.00		0.00	0.00		0.00
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj Flow (vph)	17	611	365	189	739	0	665	4	48	20	17	
Shared Lane Traffic (%)				100								
Lane Group Flow (vph)	17	611	365	189	739	0	0	669	48	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
l ane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	_
Link Offset(ft)		0		_	0			0			0	
Crosswalk Width(ft)		16		_	16			16		_	16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		ç
Number of Detectors	1	2	1	1	2		1	2	1	1	2	_
Detector Template	Let	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	(b)	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CH-Ex	100		CI+Ex			CI+Ex:			CI+Ex	
Detector 2 Channel												
Delector 2 Extend (s)		0.0			0.0			0.0			0:0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2	1 9111	part - pt	6		3	3	1 Sint	4	4	
Permitted Phases	2		2	6	100		20		3		-	

Lavon Tract TIA 05/12/2021 2021 Existing AM

Lavon Tract TIA

Synchro 10 Report Page 1

2021 Existing AM

Lane Group Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s)	5 0 23.5 30.0	2 5 0 23.5	2	WBL 1	WBT	(Contario						
Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%)	5 0 23.5	50		1		WER	NEL	NBT	NBR	SBL	SBL	SER
Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%)	23.5				6		3	3	3	4	4	
Minimum Split (s) Total Split (s) Total Split (%)	23.5											
Total Split (s) Total Split (%)		22 E	50	50	50		50	50	5.0	5.0	50	
Total Split (%)	30.0	23.5	23.5	23.5	23.5		23.5	23.5	23.5	23.5	23.5	
		60.0	60 0	30.0	60.0		30.0	30 0	30.0	10.0	10.0	
Maximum Green (s)	23.1%	46.2%	46.2%	23.1%	45.2%		23.1%	23.1%	23.1%	7.7%	7.7%	
individual of control	24.5	54 5	54.5	24 5	64.5		24 5	24.5	24.5	4.5	4.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	20	2.0	2.0	2.0	20		2.0	20	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.5	55	5.5	5.5	5.5			5.5	5:5		8.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead	Lead	Lag	Lag	_
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	
Wałk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	_
Flash Dont Walk (s)		110	110		11.0	_	11.0	110	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	-
Act Effct Green (s)	60.6	54.7	54.7	710	66.4		Ť	24.6	24.6		4.5	-
Actuated g/C Ratio	0.53	0.48	0.48	0.62	0.58			0.22	0.22		0.04	_
vic Ratio	0.04	0.25	0.39	0.37	0.25		-	176	0.11		0.62	
Control Delay	9.8	18.7	3.2	11.8	13.1			380.4	0.5		79.4	_
Queue Delay	0.0	0.0	0.0	0.0	0.0	_		0.0	0.0	_	0.0	
Total Delay	9.8	18.7	3.2	11.8	13.1			380.4	0.5		79.4	_
LOS	A	B	Α.	8	В			F	A		E	
Approach Delay		12.8	Celli		12.8			355.0	10.		79.4	
Approach LOS		Đ,			8			F			E	
Nersection Stimmary	1.15						10.0					
Area Type. C	Other											
Cycle Length: 130												_
Actuated Cycle Length 114	4											
Vatural Cycle: 125												
Control Type Semi Act-Unco	bord											
Maximum v/c Ratio: 1.76												_
ntersection Signal Delay: 10	54			In	tersection	LOS: F						
ntersection Capacity Utilizati	ion 75.0%	5		10	CU Level o	f Service	D					_

Splits and Phases: 1: State Highway 205 & State Highway 78

1 01		103	104
A		001	a fille
Ø5	V 96		
20.9		Contraction of the local division of the loc	

Lavon Tract TIA 05/12/2021 2021 Existing AM IMR

Lavon Tract TIA	2021 Existing AM
HCM 6th TWSC	2: Presidents Boulevard & Main Street

designed and the second s	_		_	_		
Intersection						
Int Delay, s/veh	17.4					
Movement	EBT	EBR	WBL	WBI	NBL	NBR
Lane Configurations	Se.			4	Y	
Traffic Vol, veh/h	89	126	97	364	165	103
Future Vol, veh/h	89	126	97	364	165	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length	-	-		-	0	-
Veh in Median Storage,	# 0			0	0	74
Grade, %	0	-	-	0	0	
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	111	158	121	455	206	129

Major/Millior M	lajor (Major 2	1	Minor 1	
Conflicting Flow All	0	0	269	0	887	190
Stage 1					190	
Stage 2	-	14			697	-
Critical Hdwy			4 12		6.42	6.22
Critical Hdwy Stg 1	-		-	-	5.42	
Critical Howy Stg 2					5 42	
Follow-up Hdwy	-		2.218	-	3.518	3.318
Pot Cap-1 Maneuver			1295		315	852
Stage 1	-		-	-	842	-
Stage 2					494	
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver			1295		276	852
Mov Cap-2 Maneuver	-	-		-	276	-
Stage 1					842	
Stage 2					432	-
Approach	68	NI.	WB	1.181	NB	100
HCM Control Delay, s	0		17		58.3	
HCM LOS					F	
Minor Lane/Majdr Mynd		MELIN	EBT	EBR	WBL	WBI
Capacity (veh/h)		373			1295	
HCM Lane V/C Ratio		0.898	-		0.094	
HCM Control Delay (s)		58.3			18:1	0
HCM Lane LOS		F	-	-	Α	Α
HCM 95th %ble Q(veh)		9.1			0.3.	

Lavon Tract TIA	05/12/2021	2021	Existing AM	
IMR			_	

Synchro 10 Report Page 1
 Lavon Tract TIA
 2021 Existing AM

 HCM 6th TWSC
 3: State Highway 205 & CR 485

fator other		12.000		_		
Intersection Int Delay, s/veh	0.5	<u>م</u> عالم				11.2
		a week	4140-00		14.00	
Movement	WHL	WAR	NET	NBR	SBL	SBT
Lane Configurations	Y			144		4
Traffic Vol. vehilt	14	14	678	11	6	639
Future Vol, veh/h	14	14	678	11	6	639
Conflicting Peds, #/hr	0	0	0	0		0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	•	None	-	10110		None
Storage Length	0	•	-			1.0
Veh in Median Storage			0			0
Grade, %	D	7)	0			0
Peak Hour Factor	94	- 94	94	94		94
Heavy Vehicles, %	2	2	2	2		2
Mvmt Flow	15	15	721	12	6	680
MajorAlan	Minori		dajor1	1	Major2	-
Conflicting Flow All	1419	727	0.0000	0		0
Stage 1	727	121	U	0	133	U
Stage 2	692	-		1	10	
Critical Hdwy	642	6 22	-	-	4.12	
Critical Howy Stg 1	5.42				411/1/10	100
		-			•	
Critical Hdwy Stg 2	542	-		-	0.040	-
Follow-up Hdwy		3.318	-	-	2.218	
Pot Cap-1 Maneuver	151	424	-	-	872	
Stage 1	478		+			•
Stage 2	497	8	-		-	
Platoon blocked, %	1.1.5			.*		1
Mov Cap-1 Maneuver	149	<u>424</u>			872	
Mov Cap-2 Maneuver	149	*	÷.,	•	-	
Stage 1	478	100				
Stage 2	492	E.	-	-	-	14
Approach	WB	1100	NB		SB	
HCM Control Delay, s	23.8		.0	-	0.1	
HCMLOS	C				w.t.	
		-		-	-	
A READ FOR THE A READ FOR THE READ			-		-	-
Minor Lane/Major Myni	-	NET	NBR		SBL	SBT
Capacity (veh/h)				221	872	
		-		0.135		-
HCM Control Delay (s)			1	23 8	0.007	0
HCM Lane V/C Ratio HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)		-				

Lavon Tract TIA 05/12/2021 2021 Existing AM IMR

Lavon	Tract TIA	
HCM 6	Sth TWSC	

2021 Existing AM 4: CR 485 & CR 484

Intersection						
Int Delay, s/veh	3.2					
Movement	EBE	EBR	NBI	NBT	SBT	SBR
		at the	TATOL	19001	OLI	20015
Lane Configurations	25			- H	Þ	
Traffic Vol, veh/h	25	3	1	10	20	21
Future Vol, veh/h	25	3	1	10	20	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Slop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-		-	-
Veh in Median Storage.	# 0			0	0	
Grade, %	0			0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	34	7.1		14	27	28

Major/Minor	Minor 2		Major 1	٨	Aajor2				
Conflicting Flow All	57	41	55	0	-	0			
Stage 1	41								
Stage 2	16	-		-	ų.	-			
Critical Hdwy	6.42	6 22	4.12						
Critical Hdwy Stg 1	5.42	-		*:	141	-			
Critical Hdwy Stg 2	5.42								
Follow-up Hdwy	3.518	3.318	2.218	*2		-			
Pot Cap-1 Maneuver	950	1030	1550						
Stage 1	981	-	-			-			
Stage 2	1007				- 2				
Platoon blocked, %					- 2	-			
Mov Cap-1 Maneuver	949	1030	(556)		1				
Mov Cap-2 Maneuver	949		- 1	ě)	10	-			
Stage 1	980								
Stage 2	1007		-			-			
Appmach	EB	1	NB		SE		1.00	1.0	
HCM Control Delay, 5	8.9		0.7		0				
HCMLOS	A								_
Minor Lane/Major Mvn	it	HPH	MRT	EBLAT	SBI	SHP			
Capacity (veh/h)		1550	1	957		-			
HCM Lane V/C Ratio		0.001	-	0.04		-			
HCM Control Delay (s)		7.3	0	89					
HCM Lane LOS		A	A	A					
HCM 95th %tile Q(veh)	0		0.1					

Lavon Tract TIA	05/12/2021 2021	Existing AM
IMR		-

Synchro 10 Report Page 3 Lavon Tract TIA 05/12/2021 2021 Existing AM IMR

Lavon Tract TIA HCM 6th TWSC

> Synchro 10 Report Page 4

2021 Existing AM 5: CR 483 & State Highway 205

Intersection				-		
Int Delay, s/veh	0.2					
M vonient	WBL	WBR	NHT	Alter	200	1001
Lane Configurations	Wei	AAio:	Te Te	NER	SBL	SBT
Traffic Vol. veh/h	5	6				639
Future Vol. veh/h			678 678	5	6	
Conflicting Peds. #/hr	5	6	0/0	5		639 0
Sign Control	Stop	Stop	Free	Free		Free
RT Channelized	Stop	None	riee	None	Fiee	None
Storage Length	D	OKO CH2		INCIDE	18	NOME
Veh in Median Storag			0			0
Grade, %	0		0			0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	5	1		5		695
MANNEL I TOWN	2		1.11		1	093
	NUMBER OF	-	and other		-	_
	Mmor1		dajor		Major2	11
Conflicting Flow All	1449	740	0	0	742	0
Stage 1	740	•		2	15	11 24
Stage 2	709		•			
Critical Howy	642	6 22			4 12	-
Critical Hdwy Stg 1	5.42	-			- 4	
Critical Hdwy Stg 2	542	1.11	1	-	2	- 12
Follow-up Hdwy		3,318	-	-	2.218	-
Pot Cap-1 Maneuver	144	417			865	
Stage 1	472	-	à)	÷	-	(#
Stage 2	488	-				
Platoon blocked, %			-	-		0.0
Mov Cap-1 Maneuver	142	417			865	
Mov Cap-2 Maneuver	142			-	-	
Stage 1	472		11		12	3
Stage 2	482	-		-		-
Appreach	WB		NB		SB	
HCM Control Delay, s			0		0.1	
HCM LOS	C		/1841		0.1	
	U				_	
and the second second second		ALL MARK OF				
Moor Lane/Maps Myr	11	NBE	NESRY		SHL	SBT
Capacity (veh/h)		1.2		222	865	
HCM Lane V/C Ratio	_	-	-		0.008	-
HCM Control Delay (s)				22.1	9.2	Ű.
HCM Lane LOS	_	-	-	С	Α	A
HCM 95th %tile Q(veh)		1.0	0.2	0	1.1

	1	-	~	~	4		*	+	-	~	1	1
Lane Group	EBA	EBT	EBR	WEL	WBT	WBR	NBL	NBT	NER	SEL		SHE
Lane Configurations	COL	111	Eon	wat	***	WEDE	- PHDL	सि	Factor P	OBL	4	201
Traffic Volume (vph)	42	1194	518	230	1303	0	540	4	76	32	40	,
												(
Future Volume (vph)	42 1900	1194	518 1900	230	1303	0 1900	540	4	76	32	40	(
Ideal Flow (vphpl)		1900			1900		1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		200	150		0	0	_	150	0	_	(
Storage Lanes	1		1	1	_	0	0		1	0		1
Taper Length (ft)	25		1.00	25			25	1.00		25		
Lane Util. Factor	1.00	6.91	1 00	1.00	0 91	0.91	1.00	1.00	1 00	1 00	1 00	1.00
Frt			0.850	-					0.850		0.989	
Fit Protected	0.950			0.950				0 953			0 980	
Satd. Flow (prot)	1770	5085	1583	1770	5085	0	0	1775	1583	0	1805	(
Fit Permitted	0 139			0.117				0.953			0.980	
Satd. Flow (perm)	259	5085	1583	218	5085	0	0	1775	1583	0	1805	(
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			509						113		3	
Link Speed (mph)		30			50			45			30	
Link Distance (ft)		506			2334			2241			368	
Travel Time (s)		115			31.8			34.0			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0,92	1 0.92	0.92	0.92
Adı, Flow (vph)	46	1298	563	250	1416	0	587	4	83	35	43	0.01
Shared Lane Traffic (%)	1.4										10	
Lane Group Flow (vph)	46	1298	563	250	1416	0	0	591	83	0	85	E
Enter Blocked Intersection	No	No	Na	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	1 GIL	12	III KIGHW	Con	12	rught	Len	0	, og m	LGII	0	cugir
Link Offset(ft)		0			0			0		_	ő	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	_	10			10			10		_	10	
	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	1.00	4.00	1.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	•	9	15		9
Number of Detectors	. 1	2	1	1	2	_	1	2	1	1	2	_
Detector Template	Left	Thru	Right	Left	Thru		Leff	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	-	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	_
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	00	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			.94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel					Contraction of the second			and the second			Service .	
Detector 2 Extend (s)		0.0			0.0			0:0			0:0	
Fum Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2	- Griff	pm-pt	6		3	3	rent	4	4	
Permitted Phases	2	4	2	6			<i>\$</i> .	0	3	1.2		

Lavon Tract TIA 05/07/2021 2021 Existing PM IMR

Synchro 10 Report Page 1

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ane Group	EBL	EBI	EBR	WEL	WEI	Wes	NBL	NBT	NBR	SBL	SBT	SRA
Detector Phase	:5	2	2	1	6	-	3	9	3	4	4	Aut
Switch Phase			_				u u	5		4	4	
Minimum Initial (s)	50	5.0	5.0	50	5.0		5.0	50	50	5.0	5.0	
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5		23.5	23.5	23.5	23.5	23.5	
Total Split (s)	20.0	60.0	60.0	20.0	60.0		30.0	30.0	30.0	20.0	20.0	
Total Split (%)	15.4%	46.2%	46.2%	15.4%	46.2%		23.1%	23.1%	23.1%	15.4%	15.4%	
Maximum Green (s)	14.5	54.5	54.5	14.5	54.5		24.5	24.5	24.5	14.5	14.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	20	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		14.14	0.0	0.0	2.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5			5.5	5.5		5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	_	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	61.4	54 5	54.5	738	63.8			24.5	24.5		10.8	
Actuated g/C Ratio	0.49	0.43	0.43	0.59	0.51	_		0.19	0.19		0.09	
v/c Ratio	0.22	0.59	0.58	0.84	0.55			- 171	0.21		0.54	
Control Delay	15.0	28.8	6.0	45.6	23.1			363.4	4.5		65.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	15.0	28.8	6.0	45.6	23.1			363.4	4.5		65.9	
LOS	B	C	A	D	C			F	A		60.0 E	
Approach Delay		21.7			26.5			319.2	~		65.9	
Approach LOS		C	-		0.0			515.2			03.9 E	
intersection Summity								- 11	-		L	
Area Type	Other					-		_		-		
Cycle Length: 130	3500041								_			
Actuated Cycle Length 12	SZ.)	-					-					
Natural Cycle: 145												
Control Type. Semi Act-Un	coord											
Maximum v/c Ratio: 1.71	00010											
Intersection Signal Delay 7	07			10	tersection	I OS E						
Intersection Capacity Utilization					CU Level o		E					

Splits and Phases: 1: State Highway 205 & State Highway 78

101		1 23	04
1 as	1-n		
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Lavon Tract TIA 05/07/2021 2021 Existing PM IMR

Lavon Tract TIA	
HCM 6th TWSC	

2021 Existing PM 2: Presidents Boulevard & Main Street

Intersection				124		100
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WET	NBL	NBE
Lane Configurations	Te.			ન	Y	
Traffic Vol veh/h	353	86	13	191	65	18
Future Vol, veh/h	353	86	13	191	65	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# 0			0	0	
Grade, %	0	240	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
			15	217	74	15

Мајот/Миног М	Vajor		Major2		Man 7 1	14-14
Conflicting Flow All	0	0 0	499	0	697	450
Stage 1					450	
Stage 2				-	247	
Critical Hdwy			4.12		6.42	6.22
Critical Hdwy Stg 1					5.42	-
Critical Hdwy Stg 2			5 E	-		
Follow-up Hdwy			2.218	-	3.518	3.318
Pot Cap-1 Maneuver			1065		407	609
Stage 1			-	-	642	-
Stage 2	11				794	- A.
Platoon blocked. %				-		
Mov Cap-1 Maneuver			1065		400	1609
Mov Cap-2 Maneuver				-	400	-
Stage 1	1.5				642	
Stage 2			-		781	-
Approach	68		WB		NE	
HCM Control Delay, s	0		0.5		15.7	
HCM LOS					С	
Minor Eane/Major Mym	1	NBLET	EBT	EBR	WEL	WBI
Capacity (veh/h)		424			1065	
HCM Lane V/C Ratio		0.209	-	-	0.014	
HCM Control Delay (s)		15.7			8.4	0
HCM Lane LOS		C	-	-	Α	Α
HCM 95th %tile Q(veh)		0.8			0	

Lavon Tract TIA	05/07/2021 2021 Existing PM
IMR	

Synchro 10 Report Page 1

Lavon Tract TIA	2021 Existing PM
HCM 6th TWSC	3: State Highway 205 & CR 485

Intersection		-			-	
Int Delay, s/veh	0.9	-				-
Movement	WEL	AUCTO	ANTAN	1000	CHARLES	10000
		WER	NET	NISH	SB	
Lane Configurations	Y		4			र्भ
Traffic Vol veh/h	14	44	693	25	15	880
Future Vol, veh/h	14	44	693	25	15	880
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None		None		None
Storage Length	0	-				
Veh in Median Storage	# 0	· ·	0	Ξ.		0
Grade, %	0		Ő			ů
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2		2
Mymt Flow	14	58	700	25	15	889
WWITH I TOW	10	949.	140	20	10	009
				_		
	Athort		Magori		Major?	-
Conflicting Flow All	1632	713	0	0	725	0
Stage 1	713					
Stage 2	919	-	÷		-	-
Critical Hdwy	642	6.22			4.12	
Critical Hdwy Stg 1	5.42		-			-
Critical Howy Stg 2	5.42				12	-
Follow-up Hdwy	3.518	3.318			2.218	14
Pot Cap-1 Maneuver	111	432	-	_	878	
Stage 1	486	-			- MARK	
Stage 2	389	-		-		
Platoon blocked. %	003					- 13
	407	400	-		(December)	
Mov Cap-1 Maneuver	107	432			878	
Mov Cap-2 Maneuver	107	-	÷	-	-	14
Stage 1	486	1 2				
Stage 2	376	-	÷.	•	-	10
Approach	WB		NB	10.12.1	SB	
HCM Control Delay, s	23.9		6		0.2	
			101		10.00	
HCM LOS	С		_	-	_	_
		_				
Multer La verMajor Mvint		NB3	NERY	VELITE	SBL	5817
Capacity (veh/h)		-	-	249	878	
HCM Lane V/C Ratio		1.0	- 2	0.235		-
HCM Control Delay (s)			-	29.9	9.2	0
HCM Lane LOS		121		C	9.2 A	A
HCM 95th %tile Q(veh)				0.9	0.1	A

Lavon Tract TIA 05/07/2021 2021 Existing PM IMR

Lavon Tract TIA				
HCM 6th TWSC				

Intersection						
Int Delay, s/veh	3					
Movement	EPL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	26	2	2	23	21	16
Future Vol, veh/h	26	2	2	23	21	16
Conflicting Peds #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None	-	None		None
Storage Length	0	-		11 (2)		
Veh in Median Storage	# 0			0	0	
Grade, %	0			0	0	
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	31	2	2	28	25	19

Major/Minor	Manor 2		Majori	1	Aayon 2	
Conflicting Flow All	67	35	44	0	-	0
Stage 1	35					
Stage 2	32			-	-	-
Critical Hdwy	642	6.22	4 12			1
Critical Hdwy Stg 1	5.42			-	-	-
Critical Hdwy Stg 2	542					
Follow-up Hdwy	3.518		2.218			-
Pot Cap-1 Maneuver	938	1038	1564			
Stage 1	987	-	-	1	- 2	-
Stage 2	991				-	1
Platoon blocked, %				÷.	10	-
Mov Cap-1 Maneuver	937	10.38	1564			10
Mov Cap-2 Maneuver	937				- ×	-
Stage 1	986	1.12				
Stage 2	991					-
Approach	EB		NB	1	SB	
HCM Control Delay, s	9		0.6		0	
HCM LOS	A					
Minor Lane/Major Mvn	ł	HHL.	相	ERINI	SBT	SBR
Capacity (veh/h)		1564		944		
HCM Lane V/C Ratio		0.002	-	0.036	-	-
HCM Control Delay (s)		7.3	0	9)		
HCM Lane LOS		A	A	A	-	
HCM 95th %tile Q(veh)	.0		01		

Lavon Tract TIA	05/07/2021	2021	Existing	PM
IMR				

Synchro 10 Report Page 3

2021 Existing PM 4: CR 485 & CR 484
 Lavon Tract TIA
 2021 Existing PM

 HCM 6th TWSC
 5: CR 483 & State Highway 205

		_		_					_
Intersection					_			Sec. 33	-
Int Delay, s/veh	0.3		_						-
Movement	WEL	WBR	NBT	NER	SBL	SBT		-	-
Lane Configurations	Y		14		LAN .	4			-
Traffic Vol. veh/h	7	7	693	T	T	880	and the second second		
Future Vol. veh/h	7	7	693	7		880			
Conflicting Peds, #/hr		0	0.00	0	0	000			
Sign Control	Stop	Stop	Free	Free		Free			
RT Channelized	Otop	None	TICC	None	1100	None			
Storage Length	0	-		-		A THE			
Veh in Median Storag		1 2	0	1		0	and the second	_	
Grade. %	0		0			0			
Peak Hour Factor	.92	92	92	92		92			
Heavy Vehicles, %	2	2	2	2	2	92			
Mymt Flow	8	8	753	8	8	957			
	0		0,00	0	0	301			
MajoriMinor	Minor1		Wayor!	1	Major2	10000			_
Conflicting Flow All	1730	757	0			0			
Stage 1	757	19/	0		761	0			
Stage 2	973	-	-		1.1	-			
Critical Hdwy	642	6.22	-		4 12	1			
Critical Hdwy Stg 1	5.42	0.22			4,12				
Critical Howy Stg 2	5.42		*	-	-	- 14			
Follow-up Hdwy		3.318			0.040				
Pot Cap-1 Maneuver	3.518	408	-		2.218				
Stage 1	463	Proto and a later		1	051	12			
Stage 1 Stage 2	366		- 1			1	_		
	300	· · · ·							
Platoon blocked, %	50	40.0	-	-	- The Page 1				
Mov Cap-1 Maneuver		408			.001	12			
Mov Cap-2 Maneuver		-	÷	-		(#			
Stage 1	463				1.3				
Stage 2	359		-						
Anne varit	WB	-	NB		58		Contract of the local division of the		
Approach HCM Control Delay, s			0		0.1				
HCM LOS	30.9 D		- 4		0	-			
LON LOG	U		-			-			
Moor Lane/Mayor Mym	1W	MBT	MARY	MELOI	SHL	SET	and the second second	-	
Capacity (veh/h)				154	851				-
HCM Lane V/C Ratio				0.099	0.009				
HCM Control Delay (s	4		-	30.9	93	0			
HCM Lane LOS	1			D	A	A			
HCM 95th %tile Q(veh	-1	-	-	0.3	0	A			
Sour sour sour one Qiver	4			10.5	0	1.0			

Lavon Tract TIA 05/07/2021 2021 Existing PM IMR

Kimley **»Horn**

Synchro[™] Output – 2026 Background Traffic

kimley-horn.com 13455 Noel Road, Two Galleria Office Tower, Suite 700, Dallas, TX 75240 972 770 1300

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Lane Group	ÉBL	EBT	EBR	WEIL	WEIT	WBR	NBL	NET	NER	SBI	581	SBF
Lane Configurations	*	444	1	Net	445	in Dir	N N	Ą	1	N.		2.1kr
Traffic Volume (vph)	19	678	416	202	788	0	866	5	51	21	19	12
Future Volume (vph)	19	678	416	202	788	0	866	5	51	21	19	1
Ideal Flow (vphpl)	1980	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	1000	200	150	1000	0	0	1000	150	0	1000	(
Storage Lanes	1		1	100		Ó	2	-	100	1		(
Taper Length (ft)	25			25			25	_	10	25		
Lane Util Factor	1.00	0.91	1.00	1 00	0.91	0.91	0.97	1 00	1.00	1 00	1.00	1.00
Frt			0.850						0.850	100	0.943	U
Fit Protected	0.950			0.950			0 950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	0	3433	1863	1583	1770	1757	(
Flt Permitted	0.314	0000	1000	0.285	0000		0.735	1005	1000	0.754	1107	
Satd. Flow (perm)	585	5085	1583	531	5085	0	2656	1863	1583	1405	1757	(
Right Turn on Red	weed.		Yes	0.01	0000	Yes	2000	1000	Yes	1100	11.07	Yes
Satd. Flow (RTOR)			452			// Cerry			82		13	T Qu
Link Speed (mph)		30			50			45	. CE	1000	30	
Link Distance (ft)		506			2334			2241			368	
Travel Time (s)		115			31.8			34.0	-		8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	737	452	220	857	0.52	941	5	55	23	21	1.
Shared Lane Traffic (%)		, ,,	104	640	001	0	- 419 1	v	05	20	41	
Lane Group Flow (vph)	21	737	452	220	857	Û.	941	5	55	23	34	-0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Lett	Right	Left	Left	Right	Left	Left	Right	Left	Left	Righ
Median Width(ft)	Lun	12	ragin	Lon	12	rugin	001	24	ragin	Lon	24	- Harris
Link Offset(ft)		0			0			0			-0	
Crosswalk Width(ft)		16			16			16			16	-
Two way Left Turn Lane					10			10				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15	1100	ç
Number of Detectors	1	2	1	1	2	24	1	2	1	1	2	
Detector Template	Leff	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	_
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	D		0	0	0	Õ	Ű	
Detector 1 Size(ft)	20	6	20	20	6		:20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						1000				COLLEGE		
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	_
Detector 2 Position(ft)		94			- 94			94		010	94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CitEx			CI+Ex			CHEX	
Detector 2 Channel											and the second second	
Detector 2 Extend (s)		0.0			0.0			0:0			0.0	
Furn Type	pm+pt	NA	Perm	pm+pt	NA		Perm		custom	Perm	NA	
Protected Phases	5	2	, out	P111-P1	6		(with	-4	- autoriti	7 SHIT	8	-
Permitted Phases	2	10.0	2	6			4		8	8		

Lavon Tract TIA 05/12/2021 2026 Background AM IMR

Lavon Tract TIA

Synchro 10 Report Page 1

2026 Background AM

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Lan Croup	EBU	EBT	LBR	WEIL	WBT	WER	NBL	NBT	NBR	SBL	SBT	SBP
Detector Phase	5	2	2	1	6		4	4	8	8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	50	5.0	5.0		50	5.0	50	50	5.0	
Minimum Split (s)	10.5	23.5	23.5	23.5	23.5		23.5	23.5	23.5	23.5	23.5	
Total Split (s)	15.0	0.08	80.0	25 0	90.0		75.0	75.0	75.0	750	75.0	
Total Split (%)	8.3%	44.4%	44.4%	13.9%	50.0%		41.7%	41.7%	41.7%	41.7%	41.7%	
Maximum Green (s)	9.5	74 5	74.5	19.5	84 5		69.5	69 5	69.5	69 5	69.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	_
All-Red Time (s)	2.0	20	2.0	2.0	20		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	55	5.5	5.5	5.5		5.5	55	5.5	5.5	5.5	-
Lead/Lag	Lead	Lag	Lag	Lead	Lag				II PEAR	10.14	CMUMA	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	_
Recall Mode	None	C Max	C-Max		C-Max		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	_	0	0	0	0	0	
Act Effct Green (s)	86.3	79.8	79.8	101.6	94 1		67.4	67.4	67.4	67.4	67.4	
Actuated g/C Ratio	0.48	0.44	0.44	0.56	0.52		0.37	0.37	0.37	0.37	0.37	
v/c Ratio	0.07	0.33	0.47	0.54	0.32		0.95	0.01	0.09	0.04	0.05	
Control Delay	19.5	33.8	4.3	25.0	26.0		72.4	34.2	2.3	35.1	24.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	19.5	33.8	4.3	25.0	26.0	_	72.4	34.2	2.3	35.1	24.1	
LOS	8	C	A	C	C	-	E	C	A	D	C	
Approach Delay		22.5			25.8	_		68.4		1.0	28.5	-
Approach LOS		C			С			E			C	
Intersection Summary	-				-	1						
Area Type	Other					-		_			_	
Cycle Length: 180												-
Actuated Cycle Length 18	0		-	-		-						
Offsel: 0 (0%), Referenced		EBTL an	d 6:WBT	. Start o	f Green							
Natural Cycle 80												-
Control Type: Actuated-Co	ordinated	_										- 1
Maximum v/c Ratio 0 95												
ntersection Signal Delay:	37.4			Ir	tersection	LOS: D						-
ntersection Capacity Utiliz	ation 60 49	20		11	U Level o	10.	0					_

Splits and Phases: 1: State Highway 205 & State Highway 78

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1 205		
Note the later		

Lavon Tract TIA 05/12/2021 2026 Background AM IMR

Lavon Tract TIA	
HCM 6th TWSC	

2026 Background AM 2: Presidents Boulevard & Main Street

Intersection						- 10
Int Delay, s/veh	35			-		
Movement	EBT	EBR	WEIL	WBI	MER	MER
Lane Configurations	4			र्भ	7	1
Traffic Vol. veh/h	103	151	117	422	207	135
Future Vol, veh/h	103	151	117	422	207	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length		-		-	0	0
Veh in Median Storage,	# 0			0	0	
Grade, %	0			0	0	
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	129	189	146	528	259	169

Major/Minor	Majort		Major2		(Itenth							
Conflicting Flow All	0	0	318	0	1044	224						
Stage 1					224	•						
Stage 2	-	14		-	820	-						
Critical Hdwy			4.12		6.42	6.22						
Critical Hdwy Stg 1	-	Э	-	-	5.42	-						
Critical Hdwy Stg 2					5.42							
Follow-up Hdwy	-		2.218	-	3.518	3.318						
Pot Cap-1 Maneuver			1242		~ 254	815						
Stage 1	-	-	-	-	813	-						
Stage 2					433							
Platoon blocked, %												
Mov Cap-1 Maneuver			1242	•	~ 212	815						
Mov Cap-2 Maneuver			-	-	~ 212							
Stage 1					813	-						
Stage 2	-	-	-	-	361	-						
Approach	鹿		WB		NB					1240		1.00
HCM Control Delay s	0		1.8		1133							
HCM LOS					F							
Anor Lane/Major Mvn	ad l	MBLAT	NHL n2	EBT	LER	WEL	WEIT	10	12.2			
Capacity (veh/h)		212	815			1242						
HCM Lane V/C Ratio		1.221	0.207			0.118	÷.		_			
+CM Control Delay (s))	180.2	10 6			8.3	Ð					
ICM Lane LOS		F	B			A	A					
ICM 95th %tile Q(veh)	13.2	0.6			0.4			2.00			
Votes					1.				-		-	
- Volume exceeds ca	oacity	5.0	elay exc	onde 2	000	. Com	putation No	Defined	All an		e in platoon	

Lavon Tract TIA 05/12/2021 2026 Background AM

Synchro 10 Report Page 1

Lavon Tract TIA	2026 Background AM
HCM 6th TWSC	3: State Highway 205 & CR 485

Intersection				1.57	9. F.	
Int Delay, s/veh	40					
Movemen	WBU	WER	MRI	NER	50	SBT
Lane Configurations	Y	COLOR .	41	A DAMES	-100	414
Traffic Vol. veh/h	141	157	786	55	33	741
Future Vol. veh/h	141	157	786			
Conflicting Peds. #/hr	141	157	180	55 0	33	741
					0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	12	Nane		None		None
Storage Length	0	13		-	-	-
Veh in Median Storage.			0			0
Grade, %	0		0	-		0
Peak Hour Factor	- 94	- 94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	150	167	836	59	35	788
						and a second
				-		_
	hinor 1		Majori		Major2	
Conflicting Flow All	1330	448	0	0	895	0
Stage 1	866					
Stage 2	464		-		-	
Critical Hdwy	6.84	6.94			4.14	
Critical Hdwy Stg 1	5.84			14		-
Critical Hdwy Stg 2	5.84	12		1.1		
Follow-up Hdwy	3.52	3.32	-		2.22	
	~ 146	558	-	-	754	-
Stage 1	372		-	100	-	-
Stage 2	599	10	12		1.10	
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver ·	~ 134	558			764	
Mov Cap-2 Maneuver	~ 134		-	1	-	
Stage 1	372	17	1	-	1	
Stage 2	549		14		-	
didgo 1	010					-
Approach	WB		NB		SB	
HCM Control Delay, s	255		Ð		8.0	
HCM LOS	F	-				
and the second second second		14			-	
	_		P.C. B. C.C.		and and	Case 1
Minor Lane/Major Mirmt		NBT	NBRW		SBL	SBT
Capacity (veh/h)				223	754	-
HCM Lane V/C Ratio		-	-	1.422	0.047	
HCM Control Delay (s)				255	10	0.4
HCM Lane LOS				F	B	A
HCM 95th %tile Q(veh)	-			183	0.1	-
toni obai maio adaoni				110.0	9.1	_
iones.						

Lavon Tract TIA 05/12/2021 2026 Background AM IMR

Lavon Tract TIA	
HCM 6th TWSC	

2026 Background AM 4: CR 484 & CR 485

Intersection?		-	-	_	-	
Int Delay, s/veh	1.9		-	_	-	
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			भ	Ъ	
Traffic Vol, veh/h	29	3	1	12	23	87
Future Vol, veh/h	29	3	1	12	23	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-		-
Veh in Median Storage.	# 0			0	0	
Grade, %	0	-		0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	39	4	1	16	31	118

Major/Minor	Minor2		Majort	1	Major2		
Conflicting Flow All	108	90	149	0	-	0	
Stage 1	90						
Stage 2	18			-	(é	-	
Critical Hdwy	642	6.22	4.12				
Critical Hdwy Stg 1	5.42	-	•	-	-	•	
Critical Hdwy Stg 2	5.42						
Follow-up Hdwy	3.518	3.318	2.218	-	- 22	-	
Pot Cap-1 Maneuver	889	968	1432				
Stage 1	934	-	-	-	14	-	
Stage 2	1005						
Platoon blocked, %				-	16	-	
Mov Cap-1 Maneuver	888	968	1432				
Mov Cap-2 Maneuver	888	-	-		14	-	
Stage 1	933						
Stage 2	1005	-	-		-	•	
Approach	EB		NB	_	SB	-	
HCM Control Delay,	9.2	1	0.6		0		
HCM LOS	A	_					
Minor case/Major Mar	int.	NEL	tini i	Edition1	SBT	SBR	
Capacity (veh/h)		1432		895:			
HCM Lane V/C Ratio		0.001	-	0.048	-	-	
-ICM Control Delay (s)	7.5	0	9.2			
HCM Lane LOS		A	A	A		-	
HCM 95th %tile Q(veh	6	0		0.2			

Lavon Tract TIA	05/12/2021	2026 Background AM
IMR		-

Synchro 10 Report Page 3

Lavon Tract TIA	2026 Background AM
HCM 6th TWSC	5: CR 483 & State Highway 205

	_			_	-	_
Intersection	0.0		1		de sele	
Int Delay, s/veh	0.3					
Movement	WEL	WBR	HBT	NER	SBI.	SBT
Lane Configurations	Y		14			44
Traffic Vol. veh/h	6	7	828	6	7	866
Future Vol, veh/h	6	7	828	6	7	866
Conflicting Peds, #/hr	0	0	0	D	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None				None
Storage Length	0	-				A776314
Veh in Median Storage		- 3	0			0
Grade, %	0	÷	0	14		0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	7		900	7	8	941
	140	0	- Constant		.0	241
A second states of the	(Inclusion)	-			00000	-
	linori		Abyor 1		Asjord	
Conflicting Flow All	1391	454	0	0	907	0
Stage 1	904		-	1		
Stage 2	487			-12		144
Critical Hdwy	6 84	6.94	1.1	18	4.14	
Critical Hdwy Stg 1	5.84	÷.	×	(*	-	/#`
Cntical Hdwy Stg 2	5 84			11	1.3	
Follow-up Hdwy	3.52	3.32	-	-	2.22	(8)
Pot Cap-1 Maneuver	133	553			746	
Stage 1	355			-	-	
Stage 2	583	-				
Platoon blocked, %				- 22		1
Mov Cap-1 Maneuver	130	553		10	746	100
Mov Cap-2 Maneuver	130					
Stage 1	355			1	C	1.1
Stage 2	570		-	~		
	0.0			-	-	-
Adult comments of	WR	-	LANS!	-	-	-
HCM Control Delay, 5	22.4		NB		0.2	
			0		48	
HCM LOS	C					
a characteristics			1.2			
Minor Lana/Major Mem		NBT	MBRY		SBL	SET
Capacity (veh/h)				221	745	
HCM Lane V/C Ratio		-	-	0.064	0.01	
HCM Control Delay (s)				22.4	9.9	0.1
HCM Lane LOS		+	-	С	A	A

Lavon Tract TIA 05/12/2021 2026 Background AM IMR

	1		~	1	-	4	1	1	P	1	1	1
Lane Group	EBL	EBI	EBP	WBL	WBT	WBR	NES	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	***	1	1	44%	11.000	99	4	1	1	ħ	
Traffic Volume (vph)	49	1471	688	267	1511	0	728	5	88	37	46	ž
Future Volume (vph)	49	1471	688	267	1511	0	728	5	88	37	46	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	\$900
Storage Length (ft)	150	1000	200	150	1000	0	0	1000	150	0	ESTAN/	1.040
Storage Lanes	150		1	1.		0	2		1	1		
Taper Length (ft)	25		1	25			25		,	25		-
Lane Util Factor	1 00	0.91	1 00	1.00	0.91	0.91	0.97	1.00	1 00	1.00	1.00	1:00
Fit	100	0.01	0.850	1.00	0.51	0.31	0 31	1.00	0.850	1.00	0.979	11CU
Fit Protected	0.950		0.000	0.950			0.950		0.030	0.950	0.013	
	1770	5085	1583	1770	5085	0	3433	1863	1583	1770	1824	(
Satd. Flow (prot) Fit Permitted	0.109	5005	1003	0.053	5003	U	0.719	1003	1000	0/754	1024	
	203	5085	1583	0.053	5085	0	2598	1863	1583	1405	1824	(
Satd. Flow (perm)	203	5005	1583 Yes	99	0000	Ves	7090	1003	Yes	1405	1024	Yes
Right Turn on Red						Tes				-	-	//TB
Satd. Flow (RTOR)		20	392	_	50	_		40	96		5	
Link Speed (mph)		30			50			45			30	
Link Distance (ft)		506			2334	-		2241			368	
Travel Time (s)		11:5	0.00		31.8			34.0	0.00	0.00	84	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	1599	748	290	1642	0	791	5	96	40	50	8
Shared Lane Traffic (%)		1-00			10.00		-			10		
Lane Group Flow (vph)	53	1599	748	290	1642	0	791	5	96	40	58	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Lett	Left	Right	Left	Left	Right	Left	.eft	Right	Left	Left	Flight
Median Width(ft)		12	_		12			24			24	
Link Offset(ft)		-0			0	_		0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	16		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Lefl	Thru	
Leading Detector (ft)	20	100	20	20	100	_	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		Ð	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			OHEx.			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2		2	6			4		4	8		

Lavon Tract TIA 05/12/2021 2026 Background PM IMR

Synchro 10 Report Page 1

	≯	\rightarrow	\rightarrow	1	-		1	1	r	5	+	~
ane Group	EBL	EBI	EBR	WBL	WBT	WER	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	-	4	4	4	8	8	-
Switch Phase												
Minimum Initial (s)	50	50	5.0	5.0	5.0		5.0	5.0	50	5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	23.5	23.5		23.5	23.5	23.5	23.5	23.5	
Total Split (s)	15.0	B0.0	80 0	25.0	90.0		75.0	75.0	75.0	75.0	75.0	
Total Split (%)	8.3%	44.4%	44.4%	13.9%	50.0%		41.7%	41.7%	41.7%	41.7%	41.7%	
Maximum Green (s)	9.5	74.5	74.5	195	84.5		69.5	69.5	69.5	69 5	69 5	
fellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	20	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
ost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
fotal Lost Time (s)	55	5.5	5.5	5.5	5.5	B	5.5	5.5	5.5	5.5	5.5	
_ead/Lag	Lead	Lag	Lag	Lead	Lag			00	00	(1947)4475	1147/48	
ead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
/ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Walk Time (s)	110/10	7.0	7.0	140/10	7.0		7.0	7.0	7.0	7.0	7.0	
lash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	82.2	74.5	74.5	107 4	96.4		61.6	61.6	61.6	616	61.6	
Actuated g/C Ratio	0.46	0.41	0.41	0.60	0.54	_	0.34	0.34	0.34	0.34	0.34	
Ic Ratio	0.33	0.76	0.85	0.00	0.60		0.89	0.04	0.16	0.08	0.09	
Control Delay	24.2	48.0	31.8	88.5	31.4		68.6	35.4	6.4	38.2	35.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0			
Total Delay	24.2	48.0	31.8	88.5	31.4	_	68.6	35.4		0.0	0.0	
_OS	64.6 C	40.0 D	51.0	00.0	51.4 C		00.0 E		6.4	38.2	35.1	
Approach Delay	6	42.4	(Mi).	121	40.0		1	D	A	Ð	0	_
Approach LOS		4Z.4	_	_	40.0	_		61.7		-	36.4	
		ΞŲ.			ν			E			Ð	
stersocion Summary												
Area Type:	Other	_										
Cycle Length: 180												
Actuated Cycle Length 1												
Offset: 0 (0%), Reference	ed to phase 2	EBTL ar	id 6:WBT	L, Start c	f Green							
latural Cycle 90												
Control Type: Actuated-C			_									
Aaximum v/c Ratio 0 93												
ntersection Signal Delay				h	ntersection	LOS: D						
ntersection Capacity Util	ization 84 49	4		ir	CU Level o	f Senace	a F					

Splits and Phases: 1: State Highway 205 & State Highway 78

1 01 02 (R)	*1 ¹ 124
	والمحملة كالتركية وتجاذب والمتكاثر المتكم
205 TO (R)	t *ge
15 I TO	

Lavon Tract TIA 05/12/2021 2026 Background PM IMR

Lavon Tract TIA	
HCM 6th TWSC	

2026 Background PM 2: Presidents Boulevard & Main Street

nt Delay, s/veh	2.7						
int Delay, siven	2.1						
Movement	EBI	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	k			च	7	1	i.
Traffic Vol, veh/h	409	117	32	221	85	25	
Future Vol, veh/h	409	117	32	221	85	25	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None		None		None	
Storage Length	-				0	0	
Veh in Median Storage.	# 0	•		0	0		
Grade, %	0	-	-	0	0		
Peak Hour Factor	88	88	88	88	88	88	
Heavy Vehicles, %	2	2	2	2	2	2	
Mymt Flow	465	133	36	251	97	28	

Мајот/Минсч	Major		Major2/		Milbort					
Conflicting Flow All	0	0	598	0	855	532				
Stage 1					532					
Stage 2	-	-			323					
Critical Hdwy			4.12	•	642	6.22				
Critical Hdwy Stg 1	-		-	-	5.42	•				
Critical Hdwy Stg 2					5.42	-				
Follow-up Hdwy	-	-	2.218		3.518	3.318				
Pot Cap-1 Maneuver			979		329	547				
Stage 1	-		-		589	-				
Stage 2					734	1.0				
Platoon blocked, %	-			-						
Mov Cap-1 Maneuver			979		315	547				
Mov Cap-2 Maneuver	-		•		315					
Stage 1					589					
Stage 2	1.	1	· -		702	4				
Approach	EB		WB:		NB					1.1
HCM Control Delay, s	0	111	1.1		19.2					
HCM LOS					С					-
Minor Lane/Major Myn	ni i	NBLAT	NBEn2	EBT	EBR	WBL	WET	1.1		
Capacity (veh/h)		315	547			979	-		-	
HCM Lane V/C Ratio		0.307	0.052			0.037				
HCM Control Delay (s)	214	11.9			8.8	0			
HCM Lane LOS		С	В	1	-	A	A			
HCM 95th %tile Q(veh	1)	13	02	4		0.1	12	100		

Lavon Tract TIA 05/12/2021 2026 Background PM

Synchro 10 Report Page 1

Lavon Tract TIA	2026 Background PM
HCM 6th TWSC	3: State Highway 205 & CR 485

Intersection				1.0			the second second	and the set of a set of a
nt Delay, s/veh	51.9	2.12.5				_		
Novemeni	WEL	WBR	NBT	NBR	SEL	SBT		
Lane Configurations	Y		41		111	44		
Traffic Vol. veh/h	98	143	803	168	104	1020		and the second se
Future Vol, veh/h	98	143	803	168	104	1020		
Conflicting Peds. #/hr	0	0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized		None		None		None		
Storage Length	0	-		-	1.4			
Veh in Median Storage	.# 0		0			0		
Grade, %	0		0	-		0		
Peak Hour Factor	99	.99	99	99	99	99	and the second	and the second se
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	99	144	811	170	105	1030		
	Inon		Najor1		Najor?		and the second second	
Conflicting Flow All	1621	491	0	0	981	0		
Stage 1	896	- 6	1					
Stage 2	725		•	<u>(</u> 4	in the	-		
Critical Hdwy	6 84	6 94	3	1.2	4 14			
Critical Hdwy Stg 1	5.84	-	-	-	•	-		
Critical Hdwy Stg 2	5 84							
Follow-up Hdwy	3.52	3.32	•	-	2.22			
Pot Cap-1 Maneuver	~ 94	523	1	12	699	1.1.2		
Stage 1	359	×	-	-		-		
Stage 2	440			1.1				
Platoon blocked, %			-	(÷		- 1(#C		
Mov Cap-1 Maneuver	~ 61	523		1.1	699			
Mov Cap-2 Maneuver	~ 61	•	-	-	-	-		
Stage 1	359							
Stage 2	286		-		-	15	_	
	WB	-	1105	-	00			
Approach			MB		SB			the second second
HCM Control Delay, s HCM LOS	491.5 F	-	0		2.5			
				-		21		and the second
Vanor Lane/Major Myrn	11	NBT	NBFN	VBLn1	Set	SBT		the lot of the
Capacity (veh/h)		1		128	699			
ICM Lane V/C Ratio		-	-	1.902	0.15	085		
ICM Control Delay (s)			-\$	491.5	111	1.6		
HCM Lane LOS		-	-	F	В	A		
HCM 95th %tile Q(veh)		1	ŭ.	19.2	0.5	بالأرباح		
kate						-0.5	A COLORED OF THE	
 Volume exceeds can 				ceeds 3		-		All major volume in platoon

Lavon Tract TIA 05/12/2021 2026 Background PM IMR

2026 Background PM 4: CR 484 & CR 485

Intersection	0.4			_	_	
nt Delay, s/veh	2.1					
Movement	EBL	EBR	NBL		SET	SBR
Lane Configurations	Y			*	14	
Traffic Vol, veh/h	30	2	2	27	24	60
Future Vol, veh/h	30	2	2	27	24	60
Conflicting Peds. #/hr	<u>0</u>	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-		-		
Veh in Median Storage	. # 0	2		0	0	12
Grade, %	0	10		0	0	1
Peak Hour Factor	83	88	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	36	2	2		29	72
	50	1.00			. NON-	77.00
						-
Major/Minör	Minor2		dajori	0N	Aajor2	
Conflicting Flow All	102	65	101	0	-	0
Stage 1	65					· .
Stage 2	37		•	-		18
Critical Hdwy	6.42	6.22	4 12			
Critical Hdwy Stg 1	5.42			-	-	
Cntical Hdwy Stg 2	542					
Follow-up Hdwy	3.518	3.318	2.218	-		
Pot Cap-1 Maneuver	896		1491			
Stage 1	958	-	-			
Stage 2	985					
Platoon blocked. %					1	
Mov Cap-1 Maneuver	895	999	1491			
Mov Cap-2 Maneuver	895	000	-			- 14
Stage 1	957					
Stage 2	985				-	
Stage z	900	-		_	-	
Approach	EB		NB		88	
HCM Control Delay, s	9.2		0.5		0	
HCM LOS	A		-			
				P.P.M. LAND	-	Dette
Minpi Lane/Major Mwr	1	NEt	MIST	EBLAIL	SET	SBR
Capacity (veh/h)		1491		901		1.0
HCM Lane V/C Ratio		0.002		0.043		-
HCM Control Delay (s)		7.4	0			10
HCM Lane LOS		A	A	А	10	-
HCM 95th %tile Q(veh	1	0	12	0.1		

Lavon Tract TIA	05/12/2021	2026	Background	PM
IMR				

Synchro 10 Report Page 3

Lavon Tract TIA	2026 Background PM
HCM 6th TWSC	5: CR 483 & State Highway 205

-			_			
Intersection	Gent	The second second		-	-	-
Int Delay, s/veh	0,4					
Novement	WEEL	AVER?	NET	MER	SBL	SBT
Lane Configurations	24	11000		13574	ODL	
Traffic Vol. veh/h	8	8	942	8	8	1102
Future Vol. veh/h	8	8	942	8	8	1102
Conflicting Peds, #/hr	0	0	942	0	0	0
	1.00			-		
Sign Control RT Channelized	Stop	Stop	Free	Free	Free	Free
		None		None	-	None
Storage Length	0		-	-		-
Veh in Median Storage		- 27	0	-	•	0
Grade, %	0		0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	19	10.4	9	9	1198
Major/Minor	Ainor I	- /	Major		Major2	
Conflicting Flow All	1646	517	0		1033	0
Stage 1	1029				1000	, in the second s
Stage 2	617					
Cntical Hdwy	6.84	6.94			4.14	112
Critical Hdwy Stg 1	5.84	0.34			14.114	
	5.84		-		-	-
Critical Hdwy Stg 2					0.00	
Follow-up Hdwy	3.52 90	3.32	-	-	2.22	-
Pot Cap-1 Maneuver		503			668	13
Stage 1	306	-	-	-	10	-
Stage 2	501		-		12	
Platoon blocked, %						-
Mov Cap-1 Maneuver	86	503			668	
Mov Cap-2 Maneuver	86	-		12	-	-
Stage 1	305					
Stage 2	481	-	+	1	-	-
Арухоаст	WB	1	NB	-	-58	1.1
HCM Control Delay, s	32.7		0		0.3	
HCM LOS	D				Hom	
	5					
Minor Lone/Major Mem	0.000	NBL	NEGRA	VEtal	SHE	INBI
Capacity (veh/h)	-	14121	- armer	147	668	1001
HCM Lane V/C Ratio		-		0.118		
HCM Control Delay (s)		-		32.7		0.2
			•		10.5	
HCM Lane LOS		-	+	D	B	Α
HCM 95th %tile Q(veh)				0.4	Ű.	(#

Lavon Tract TIA 05/12/2021 2026 Background PM IMR

Kimley **»Horn**

Synchro[™] Output – 2026 Background Plus Site Traffic

kimley-horn.com 13455 Noel Road, Two Galleria Office Tower, Suite 700, Dallas, TX 75240 972 770 1300

Intersection	1 (C.				1999				L We			2.33
Intersection Delay, s/veh	10.6											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEF
Lane Configurations	tore list" bu	412	LUIT		4Þ	A & Price	1 Y Mile	4	NDI	OUL	4	9120
Traffic Vol, veh/h	35	103	21	0	359	0	71	12	0	17	29	128
Future Vol, veh/h	35	103	21	0	359	0	71	12	0	17	29	120
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	0.14
Mvmt Flow	47	139	28	0	485	0	96	16	0	23	39	173
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Approach	EB				WB		NB			SB	172.3	14-17
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	2				2		1		100 Mar.	1		-
Conflicting Approach Left	SB				NB	1	EB			WB		
Conflicting Lanes Left	1				1		2			2		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		2			2		
HCM Control Delay	10.3				10.4		10.7			11.2		
HCM LOS	В				В		В			В		
Lane		NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	1.01.01	Large He			-
Vol Left, %		86%	40%	0%	0%	0%	10%					
Vol Thru, %		14%	40% 60%	71%	100%	100%	10%					-
Vol Right, %		0%	0%	29%	0%	0%	74%					
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop					-
Traffic Vol by Lane		83	87	73	180	180	3i0p 174					
LT Vol		71	35	0	0	100	174					_
Through Vol		12	52	52	180	180	29					
RT Vol		0	0	21	0	0	128		-			
Lane Flow Rate		112	117	98	243	243	235					
Geometry Grp		2	7	7	7	2+0	200					
Degree of Util (X)		0.192	0.205	0.161	0.395	0.276	0.348					
Departure Headway (Hd)		6.148	6.325	5.913	5.858	4.1	5.331					
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes					
o			100	100	100	100	100					

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

582

4.2

0.192

10.7

В

0.7

567

4.073

0.206

10.7

В

0.8

605

3.661

0.162

9.8

A

0.6

614

3.597

0.396

12.4

В

1.9

873

1.838

0.278

8.4

A

1.1

672

3.376

0.35

11.2

В

1.6

Cap

Service Time

HCM Lane V/C Ratio

HCM Control Delay

HCM Lane LOS

HCM 95th-tile Q

	۶	-	\mathbf{r}	4	-		1	1	1	1	4	1
Lane Group	EB.	EBT	EBR	WBE	WBT	WER	NBL	NBT	NBR	SEL	SBT	SBR
Lane Configurations	٩	444	F	7	44%		7	4	1		4	
Traffic Volume (vph)	19	707	445	202	788	0	1024	5	51	21	19	12
Future Volume (vph)	19	707	445	202	788	0	1024	5	51	21	19	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	1300	200	150	(igen?)	6	0	1300	150	0	1300	- Iau
Storage Lanes	1		200	130		0	1	_	130	0		
Taper Length (ft)	25		1	25		0	25		1	25		- '
Lane Util Factor	1.00	0.91	1 00	1.00	0.91	0 91	0.95	0.95	1.00	1.00	1 00	1.00
	1.00	0.91		1.00	0.91	0.81	0.95	0.95		1.00		1.00
Frt	0.000		0.850	THE PAPER			0.000	0.057	0.850	_	0.969	_
Fit Protected	0.950	-	1500	0 950			0.950	0.953	1000		0 980	
Satd. Flow (prot)	1770	5085	1583	1770	5085	0	1681	1686	1583	0	1769	C
Flt Permitted	0.309			0.259			0.736	0 702			0.553	
Satd. Flow (perm)	576	5085	1583	482	5085	Û	1302	1242	1583	0	998	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			484	_					82		10	
Link Speed (mph)		30			50			45			30	
Link Distance (ft)		506			2334			2241			368	
Travel Time (s)		115			31.8			34 0			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	768	484	220	857	0	1113	5	55	23	21	-13
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	21	768	484	220	857	0	556	562	55	0	57	.0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Leff	Left	Right	Loff	Left	Right	Left.	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0		-	0	
Crosswalk Width(ft)		16		_	16			16			16	
Two way Left Turn Lane		14									10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	1.00	9	15	1.00	1.00	15	1.00	9	15	1.00	1.00
Number of Detectors	1	2	1	1	2	19.	1	2	1	1	2	3
Detector Template	Left	Thru	Right	Left	Thru	_	itell	Thru	Right	Teff	Thru	
	20	100	20	20	100		20	100	20	20	100	
Leading Detector (ft)	20		20	0	00	_	20	0	20	0	001	_
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0		
Detector 1 Position(ft)							20				0	
Detector 1 Size(ft)	20	6	20	20	6			6	20	20	6	
Delector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0,0	00	0.0	0.0	00		0.0	0.0	0.0	0.0	0.0	
Delector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	_
Detector 2 Position(ft)		94			94			-94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			(CI+E)			CI+E*			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	δ			4			8	
Permitted Phases	2		2	6			4		4	8		

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Synchro 10 Report Page 1

Defector Phase 5 Switch Phase 5 Switch Phase 5 Minimum Initial (s) 50 5 Minimum Split (s) 10.5 23. Total Split (s) 15.0 75. Total Split (s) 15.0 75. Total Split (s) 15.0 75. Total Split (s) 0.3.5 3. All-Red Time (s) 3.5 5. Lost Time Adjust (s) 0.0 0. Total Lost Time (s) 5.5 5 Lead-Lag Optimize? Yes Ye Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 7. Flash Dont Walk (s) 11 Pedestrian Calls (#Mn) 74 74. 74. Act Effct Green (s) 78.6 72 74. Act Effct Green (s) 78.6 72. 39. Queue Delay 0.0 0. 70. 74. LOS C 10.	2 5.0 23.5 75.0 41.7% 69.5	se 5 2 2 al (s) 50 50 5.0 it (s) 10.5 23.5 23.5	<u>WBT</u> WI 6 5.0	ere NBE	NB7	NBR!			
Switch Phase Switch Phase Minimum Initial (s) 50 5 Minimum Split (s) 10.5 23. Total Split (s) 15.0 75. Total Split (s) 15.0 75. Total Split (s) 15.0 75. Maximum Green (s) 9.5 69. Vellow Time (s) 3.5 3. All-Red Time (s) 2.0 2 Lost Time Adjust (s) 0.0 0. Total Lost Time (s) 5.5 5 Lead-Lag Optimize? Yes Ye Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 7. 7. Flash Dont Walk (s) 11 7. Flash Dont Walk (s) 11 7. Chatuated g/C Ratio 0.44 0.4 v/c Ratio 0.0 0. Cotal Delay 22.1 39. Queue Delay 0.0 0. LOS C 10 <td>5.0 23.5 75.0 41.7% 1 69.5</td> <td>al (s) 50 50 5.0 it (s) 10.5 23.5 23.5</td> <td></td> <td>4</td> <td></td> <td></td> <td>SBL</td> <td>SBT</td> <td>SBE</td>	5.0 23.5 75.0 41.7% 1 69.5	al (s) 50 50 5.0 it (s) 10.5 23.5 23.5		4			SBL	SBT	SBE
Minimum Initial (s) 50 5 Minimum Split (s) 10.5 23. Total Split (s) 15.0 75. Maximum Green (s) 9.5 69. Vellow Time (s) 3.5 3. All-Red Time (s) 2.0 2 Lost Time Adjust (s) 0.0 0. Total Lost Time (s) 5.5 5 Lead/Lag Lead La Lead La Lead/Lag Optimize? Yes Yes Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 7. 7 Flash Dont Walk (s) 11 11 Pedestrian Calls (#Mn) 7 7 Act Effict Green (s) 78.6 72 Actuated g/C Ratio 0.44 0.4 v/c Ratio 0.07 0.3 Control Delay	23.5 75.0 41.7% 69.5	al (s) 50 50 5.0 it (s) 10.5 23.5 23.5	5.0		4	4	8	8	0.01
Minimum Split (s) 10.5 23. Total Split (s) 15.0 75. Total Split (%) 8.3%. 41.79 Maximum Green (s) 9.5 69. Yellow Time (s) 3.5 3. All-Red Time (s) 0.0 0. Lost Time Adjust (s) 0.0 0. Total Lost Time (s) 5.5 5 Lead-Lag Optimize? Yes Yes Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 7. 78. Tesh Dont Walk (s) 111 74. Pedestrian Calls (#/hr) 78. 78. Act Effici Green (s) 78. 78. Queue Delay 0.0 0. 7. Control Delay 22.1 39. 39. Queue Delay 0.0 0. 7. Approach Delay 25. 39. 25. Approach LOS 7. 7. 7. Mater Type	23.5 75.0 41.7% 69.5	it (s) 10.5 23.5 23.5	5.0				, in the second se	0	
Total Split (s) 15 0 75. Total Split (%) 8.3% 41.77 Maximum Creen (s) 9 5 69. Yellow Time (s) 3.5 3. All-Red Time (s) 2.0 2 Lost Time Adjust (s) 0.0 0. Total Lost Time (s) 5.5 5 Lead-Lag Optimize? Yes Ye Ye Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 71. 11 Pedestrian Calls (#/hr) 74. 74. Actuated g/C Ratio 0.44 0.4 Vic Ratio 0.07 0.3 Control Delay 22.1 39. Queue Delay 0.0 0 LOS C 10 Approach Delay 22.1 39. LOS C 10 Approach Delay 25. 34. Approach LOS 10 10 Mater Type Other 34.	75.0 41.7% 69.5			5.0	50	50	5.0	5.0	
Total Split (%) 8.3% 41.79 Maximum Creen (s) 9.5 69. Maximum Creen (s) 9.5 69. Vellow Time (s) 3.5 3. All-Red Time (s) 2.0 2 Lost Time Adjust (s) 0.0 0. Total Lost Time (s) 5.5 5 Lead Lag Optimize? Yes Ye Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 7. Flash Dont Walk (s) 11 Pedestrian Calls (#/hr) 7 Actuated g/C Ratio 0.47 0.4 Actuated g/C Ratio 0.07 0.3 Control Delay 22.1 39. Control Delay 22.1 39. 0.0 0.0 0.0 0.0 LoS C f Approach Delay 25. Approach LOS 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 <	41.7% 1 69.5	150 750 750	23.5	23.5	23.5	23.5	23.5	23.5	
Maximum Green (s) 9.5 69. Yellow Time (s) 3.5 3.3 All-Red Time (s) 2.0 2 Lost Time Adjust (s) 0.0 0. Total Lost Time (s) 5.5 5 Lead/Lag Lead La Lead/Lag Optimize? Yes Ye Vehicle Extension (s) 3.0 3. Recall Mode None CMa Walk Time (s) 7. Flash Dont Walk (s) 11 Pedestrian Calls (#hrh) Act Effict Green (s) 78.5 72 Actuated g/C Ratio 0.44 0.4 v/c Ratio 0.07 0.3 Control Delay 22.1 39. 10.0 0. 10.0 0.0 Loss C 1 39. 30.3 3. 3. 3. 3. 3. 3. 11. 11. 11. 11. 11. 11. 11. 11. 11. 11. 11. 11. 11. 11. 11. 11. 1	69.5	10.0 / 0.0 / 5.0	85.0	0.08	80.0	80.0	80.0	80.0	
Yellow Time (s) 3.5 3. All-Red Time (s) 2.0 2.0 Lost Time A(just (s) 0.0 0. Total Lost Time (s) 5.5 5 Lead-Lag Optimize? Yes Ye Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 71 11 Pedestrian Calls (#/hr) Act Effict Green (s) 78.6 72 Actuated g/C Ratio 0.07 0.3 20.1 22.1 39. Queue Delay 0.0 0 0 0. 10.1 25.1 34.0 25.1 34.0 25.1 34.0 10.0		8.3% 41.7% 41.7% 13	47.2%	44.4%	44.4%	44.4%	44.4%	44.4%	
All-Red Time (s) 2.0 2 Lost Time Adjust (s) 0.0 0.0 Total Lost Time (s) 5.5 5 Lead/Lag Optimize? Yes Ye Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 7. Flash None Flash Nont Walk (s) 11 11 Pedestrian Calls (#/hr) 78 72 ActLaftCl Green (s) 78 72 Actuated g/C Ratio 0.44 0.44 v/c Ratio 0.07 0.30 Control Delay 22.1 39. Queue Delay 0.0 0 LOS C 14 Approach Delay 22.1 39. LOS C 15 Approach Delay 25. 34 Approach LOS C 16 Intersector Comment C 16	35	een (s) 9.5 69.5 69.5	79.5	74.5	745	74.5	74.5	74.5	
Lost Time Adjust (s) 0.0 0. Total Lost Time (s) 5.5 5 Lead/Lag Lead Lag Lag Lead/Lag Lead Lag Lag Lead/Lag Ves Yes Yes Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 7. Flash Dont Walk (s) 11 Pedestrian Calls (#hr) Act Effct Green (s) 78 72 Actuated g/C Ratio 0.44 0.4 wice Ratio 0.07 0.3 Control Delay 22.1 39. LOS C 11 Approach Delay 25. Approach Delay 25. Approach Delay 22.1 39. 39. 35. 10. Approach Delay 25. 70 70 70. 70. Approach Delay 25. 70 70. 70. 70. 70. Approach Delay 25. 70. 70. 70. 70. 70. 70.	. 0.0		3.5	3.5	3.5	3.5	3.5	3.5	
Total Lost Time (s) 5 5 5 Lead/Lag Lead La Lead/Lag Optimize? Yes Yes Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 7. 11 Pedestrian Calls (#/hr) 7 4 Act Effici Green (s) 78 5 72 Actated g/C Ratio 0.44 0.4 v/c Ratio 0.07 0.3 Control Delay 22.1 39. Queue Delay 0.0 0 LOS C 1 Approach Delay 22.1 39. LOS C 1 Approach Delay 25. 34. Approach LOS 0 0 Marea Type Other 1	2.0		2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag Lead La Lead-Lag Optimize? Yes Yes Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 7. T Flash Dont Walk (s) 11 11 Pedestrian Calls (#/hr) Adt 78.6 Act Effct Green (s) 78.6 72 Actuated g/C Ratio 0.47 0.4 v/c Ratio 0.07 0.3 Control Delay 22.1 39. Queue Delay 0.0 0 LOS C 14 Approach Delay 22.1 39. LOS C 16 Approach Delay 22.1 39. LOS C 16 Approach Delay 25. 36 Approach LOS C 16 Mate Type Other 76			0.0	0.0	0.0	0.0		0.0	
Lead-Lag Optimize? Yes Ye Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 7. Flash Dont Walk (s) 11 Pedestrian Calls (#/hr) Act Effict Green (s) 78.6 72 Act Effict Green (s) 0.86 72. Actuated g/C Ratio 0.44 0.4 w/c Ratio 0.07 0.3 Control Delay 22.1 39. LOS C 11 Approach Delay 25.1 Approach Delay 25.1 Approach LOS T 73 74 74 74	5.5	ne (s) 5.5 5.5 5.5	5.5	55	5.5	5.5		5.5	
Vehicle Extension (s) 3.0 3. Recall Mode None C-Ma Walk Time (s) 7. Flash Dont Walk (s) 11 Pedestrian Calls (#hr) 7 Act Effict Green (s) 78.5 72 Act Effict Green (s) 0.4 0.0 0.3 Control Delay 2.2,1 39. Queue Delay 0.0 0 0 0.3 Control Delay 22,1 39. LOS C 1 4 Approach Delay 22,1 39. LOS C 1 0.0	Lag		Lag					A. GERTH	
Recall Mode None C-Ma Walk Time (s) 7. Flash Dont Walk (s) 11 Pedestrian Calls (#/hr) 11 Act Effet Green (s) 78 6 Act Lafted g/C Ratio 0.44 v/c Ratio 0.07 Octored g/C Ratio 0.44 v/c Ratio 0.07 Control Delay 22,1 Queue Delay 0.0 LOS C Approach Delay 25. Approach LOS 0 Intersector Comment Area Type Other	Yes		Yes						
Walk Time (s) 7. Flash Dont Walk (s) 111 Pedestrian Calls (#/hr) 40 Act Effic Green (s) 78 6 Act Effic Green (s) 0.44 Actuated g/C Ratio 0.44 V/c Ratio 0.07 Queue Delay 0.00 Queue Delay 0.00 OS C Approach Delay 25.1 Approach Delay 25.1 Approach Dolay 25.1 Approach Dolay 26.1 Maproach Dolay 25.1 Approach Dolay 25.1 Aporton Dolay 25.1 <	3.0	usion (s) 3.0 3.0 3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Flash Dont Walk (s) 11 Pedestrian Calls (#/hr) 11 Act Effct Green (s) 78 5 72 Act atel of QC Ratio 0.44 0.44 //c Ratio 0.44 0.47 //c Ratio 0.47 0.3 Loueue Delay 0.0 0 Otal Delay 22.1 39. LOS C 14 Approach Delay 25.1 39. Approach LOS Testescon Burnnery 14 Area Type Other 14	C-Max		C-Max	None	None	None	None	None	
Pedestrian Calls (#/hr) Act Effct Green (s) 78 6 72 Actuated g/C Ratio 0.44 0.4 v/c Ratio 0.07 0.3 Control Delay 22,1 39, Queue Delay 0 0 Total Delay 22,1 39, .OS C 1 Approach LOS 1 1 Area Type Other 1			7.0	7.0	7.0	7.0	7.0	7.0	
Act Effct Green (s) 78 5 72 Actuated g/C Ratio 0.44 0.44 v/c Ratio 0.07 0.3 Control Delay 22.1 39. Queue Delay 0.0 0 Total Delay 22.1 39. LOS C 1 Approach Delay 25.1 Approach LOS Intersection Community Marea Type Other	11.0		110	11:0	11.0	110	11.0	110	
Actuated g/C Ratio 0.44 0.44 v/c Ratio 0.07 0.3 Control Delay 22.1 39. Queue Delay 0.0 0 Total Delay 22.1 39. LOS C 1 Approach Delay 25.1 Approach LOS Intersection Demonstration Total Telay 25.1	0	alis (#/hr) 0 0	0	0	0	0	0	0	
v/c Ratio 0 07 0.3 Control Delay 22,1 39, Queue Delay 0 0 0 Total Delay 22,1 39, LOS C 1 Approach Delay 22,1 39, LOS C 1 Approach LOS 1 Mitrarsector, Community Area Type Other			86 9	74.5	74 5	745		74.5	
Control Delay 22.1 39. Queue Delay 0.0 0. Total Delay 22.1 39. LOS C 1 Approach Delay 25. Approach LOS 0. Intersection Summary Area Type Other			0.48	0.41	0.41	0.41		0.41	
Queue Delay 0.0 0 Total Delay 22.1 39. LOS C 1 Approach Delay 25. Approach LOS 1 Intersection Gummany Area Type Other	0.52	0.07 0.38 0.52	0.35	1.03	1.09	0.08		0.14	
Total Delay 22.1 39. LOS C I Approach Delay 25. Approach LOS T Intersection Dummary Area Type Other	4.9	22.1 39.1 4.9	30.1	97.8	115.7	2.0		28.0	
LOS C I Approach Delay 25. Approach LOS (Intersection Dummany Area Type Other	00		0.0	0.0	00	0.0		0.0	
Approach Delay 25. Approach LOS of ntersection Gummany Area Type Other	4.9	22.1 39.1 4.9	30.1	97.8	115.7	2.0		28.0	
Approach LOS Intersection Gummuny Area Type Other	A		С	F	F	(A)		С	
Intersection Summary Area Type Other		ay 25.8	30.1		101.9			28.0	
Area Type Other	8	S C	6		Ŧ			Ç	
Contraction of the second seco	Careford State	unnuity.		11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11.12	123	-		-
Cycle Length: 180		Other							
		180					_		
Actuated Cycle Length 180		le Length 180							
Offset: 0 (0%), Referenced to phase 2:EBTL	and 6:WBTL,	, Referenced to phase 2:EBTL and 6:WBTL, S	f Green						
Natural Cycle 90									
Control Type: Actuated-Coordinated		Actuated-Coordinated							
Maximum v/c Ratio 1.09		Ratio 1.09							
ntersection Signal Delay: 52.1		ignal Delay: 52.1	tersection LO	S: D					

Splits and Phases: 1: State Highway 205 & State Highway 78

1 91	• - Ppz (R)	304
	75 4	
2 05	(R)	▼ 05
Sa Press		

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

2026 Background+Site AM 2: Presidents Boulevard & Main Street

nt Delay, s/veh	48.5							
lovement	E81	EBR	WEL	WBT	NEE	NBR		
ane Configurations	1			4		P		
affic Vol, veh/h	103	157	123	422	225	153		
uture Vol. veh/h	103	157	123	422	225	153		
onflicting Peds. #/hr	0	0	0	0	0	0		
gn Control	Free	Free	Free	Free	Stop	Slop		
T Channelized		None		None		None		
orage Length		-	-	-	0	0		
h in Median Storage.	# 0	2			0			
ade, %	0			0	0			
ak Hour Factor	80	80	80	80	80	80		
avy Vehicles, %	2	2	2	2	2	2		
vmt Flow	129	196	154	528	281	191		
apar/Million N	fator1		Major2		Minter 1		- It is a second second	Concession in the second second
onflicting Flow All	0			_	1063	227		
Stage 1	0		020	v	227	221		
Stage 2					836			
itical Hdwy			4.12	-	6.42	6.22		
itical Hdwy Stg 1				- 14		0.22		
ntical Hdwy Stg 2					5.42			
pliow-up Hdwy			2.218		3.518			
ot Cap-1 Maneuver			1235		~ 247	812		
Stage 1	-	-			811	012		
Stage 2					.425			
atoon blocked. %					COLUMN TWO IS			
lov Cap-1 Maneuver			1235		~ 204	812		
lov Cap-2 Maneuver	-		1,71,71,71		~ 204	UIL		
Stage 1					811			and the second second second
Stage 2					350			
ougo z					500			
ppeoach	EB		WB		NB		and the second second second	NAME OF A DESCRIPTION OF A
ICM Control Delay, s	0		1.9		148.9			
ICM LOS	U		18.		F			
011200					,		100 C 100 C 100 C	
inor Lane/Major Mvm		NEINI	URI nº	EBT	EBR	WBL	WBT	
apacity (veh/h)	-	204	812	1.0	Elbert -	1235	110.	
CM Lane V/C Ratio	-	100 C	0.236			0.1235		
CM Control Delay (s)		242.8	10.8		-	8.3	C	
M Lane LOS		242.0	B			0.J A	A	
M 95th %tile Q(veh)		16.2	09			0.4	л	

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

Synchro 10 Report Page 1

Lavon Tract TIA	2026 Background+Site AM
HCM 6th TWSC	3: State Highway 205 & CR 485

Intersection											
Int Delay, s/veh	112.3										
Vovement	WELL	WAR	NBT	1987 AR	SEL	SET					and the Party of the
Lane Configurations	η	1	1%			414			-		
Traffic Vol. veh/h	281	315	786	96	62	741					
Future Vol, veh/h	281	315	786	96	62	741					
Conflicting Peds, #/hr	0	0.	0	0	0	0					
Sign Control	Stop	Stop	Free	Free	Free	Free				_	
RT Channelized		None.		None		None					
Storage Length	0	0		-			_				
Veh in Median Storage	# 0	й (н)	0			0					
Grade, %	0		0			0					
Peak Hour Factor	94	94	94	94	94	94					
Heavy Vehicles, %	2	2	2	2	2	2					
Mvmt Flow	299	335	836	102	66	788					
MajorAlexa	Miniset	-	Aajor!	-	Anitard.	-			-		
Conflicting Flow All	1413		0	0	938	6	-		-		all states in
Stage 1	1413	469			938	0		_	_		
Stage 1		-	-		1	-					
	526			-	4.14	•.	_	_			_
Critical Hdwy Critical Hdwy Stg 1	6 84 5.84	6 94									
		.*.	-			-					_
Critical Hdwy Stg 2	5 84										
Follow-up Hdwy	3.52	3.32	-	24	2.22	(+)					_
	~ 129	541	123	1	726						
Stage 1	363	-	-	2		•		_	_		
Stage 2	557		10			1.0					
Platoon blocked, %				-		-	_	_			
Mov Cap-1 Maneuver		541			726	1			-		
Mov Cap-2 Maneuver			-	-			_	_			
Stage 1	363										
Stage 2	467	-	-	-	-	-					
Approach	WB	1.00	NB	-	58	-		-	-		
HCM Control Delay, s			8		15		-		_		_
HCM LOS	421 5 F				1.2						
I OW LOO	٢	-			-			-	-		_
				-							-
Malor Cane Major Myn	15	NBT	INFIELA	VEL n IV		SBL	SBT		_		1
Capacity (veh/h)		- ÷.		108	541	726		-			
HCM Lane V/C Ratio	_	•		2.768			- X.	_			
HCM Control Delay (s)		-		883 1	21.9	10.5	0.7				
HCM Lane LOS	_	-	-	F	C	В	Α				
HCM 95th %tile Q(veh		-	-	27.9	42	0.3					
Notes		-	-	<u></u>	1,212		X-14	_	-		
- Volume exceeds car	- ait.	¢ (1).	lay exc		00-	+ Com	-	_			All majo

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

2

2026 Background+Site AM 5: CR 483 & State Highway 205

	_					
Intersection		1000				
Int Delay, s/veh	0.7					- 11
Movement	WBL	WER	MAT	NBB	SEL	581
Lane Configurations	Y		đ			41
Traffic Vol, veh/h	24	7	869	12	7	1006
Future Vol, veh/h	24	7	869	12	7	1006
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	2	- 22	14	54	-
Veh in Median Storage	# 0		0			0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	26	8	945	13	8	1093

Major/Minor	Mericor 1		Major 1		Major.	
Conflicting Flow All	1515	952	0	0	958	0
Stage 1	952			-		
Stage 2	563	-	141	(ē	-	245
Critical Hdwy	6.63	6.23			4.13	
Critical Hdwy Stg 1	5.43		-	-	-	-
Critical Hdwy Stg 2	5 83					
Follow-up Hdwy	3.519	3.319	-	-	2.219	
Pol Cap-1 Maneuver	120	314			716	
Stage 1	374	-	140 140	- 4	-	(a)
Stage 2	535		1	-		
Platoon blocked, %			14	i.e		2.40
Mov Cap-1 Maneuver	117	314			716	
Mov Cap-2 Maneuver	117	-		-	-	- 16
Stage 1	374					
Stage 2	520	-	-	-	-	
Approach	WØ	<u> </u>	NB	1	SB	100
HCM Control Delay, s	40		0		0.2	
HCM LOS	E					
Minor Lane/Major Nive		NBT	NBPW	BLfri	SBL	SHI
Capacity (veh/h)			-	136	716	51
HCM Lane V/C Ratio			- 31			
HCM Control Delay (s)				40	10.1	01
HCM Lane LOS				Е	В	Α
HCM 95th %tile Q(veh	1}			0.9	0	

Lavon Tract TIA	05/07/2021	2026	Background+Site AM
IMR			

Synchro 10 Report Page 3

Lavon Tract TIA	2026 Background+Site AM
HCM 6th TWSC	9: Drive 1 & CR 485

	_		_			
Intersection					Det.	
Int Delay, s/veh	1					
Lane and the	EBT	EBR	WEL	WBT	INEL	MER
Lane Configurations	+%	COA	THEL	44	Y	and a
Traffic Vol. veh/h	91	12	6	595	53	0
Future Vol, veh/h	91	12	6	595	53	0
Conflicting Peds, #/hr	0	0	0		0	0
Sign Control	Free	Free	Free		Stop	Stop
RT Channelized	100	None	TICE	None	otop	None
Storage Length		Hone			0	HUIG
Veh in Median Storage		-		0	0	
Grade, %	0	-		0	0	-
Peak Hour Factor	92		92	92	92	92
Heavy Vehicles, %	2	2	2	2	32	2
Mymt Flow	- 99	13	7	647	58	0
	- 20	10	1	097	00	- U
	with the second	_	Sector Sector			
	Aajoel		MHIOL2		Million	
Conflicting Flow All	0	0	112	0	444	56
Stage 1				1.1	106	
Stage 2	-	-	-	-	338	
Critical Hdwy		11.3	4 14		6 84	6 94
Critical Hdwy Stg 1	-	-	-	•		-
Critical Hdwy Stg 2				1.1	5.84	1.1
Follow-up Hdwy	-		2.22	-		3.32
Pot Cap-1 Maneuver	100		1475	1.0	542	999
Stage 1	•	•	-	-	907	
Stage 2					694	1.5
Platoon blocked, %	-	•	_	-		_
Mov Cap-1 Maneuver		-	1475		538	999
Mov Cap-2 Maneuver	-	-	-		538	-
Stage 1	9	1.00		14	907	
Stage 2	*				689	•
Approade	任持		WB	1.2.3	NB	
HCM Control Delay, s	0		01		12.5	
HCM LOS	J		Milli		B	
		-	-		0	
No. of Concession, Name	-	and the second	TOT		-	10000
Minor Lane/Mage Mem		NBLn1	EBT	主日転	WRL	WBT
Capacity (veh/h)		538	-		1475	
HCM Lane V/C Ratio	_	0.107	-		0.004	1.4
HCM Control Delay (s)		12.5			7:5	- D
HCM Lane LOS	_	B	14	1	А	A
HCM 95th %tile Q(veb)	1	0.4		14	0	

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

2026 Background+Site AM 10: CR 484 & Drive 2

Intersection	-		-	-			_	_					
Int Delay, s/veh	5.3												
Moyentien	EBL	EBI	EBR	WBL	NET	WBR	NEL	NET	NBR	881.	SBT	SBR	
Lane Configurations		- क			de la			13			4		
Traffic Vol veh/h	18	0	7	11	0	53	2		- 14	18	48	6	
Future Vol, veh/h	18	0	7	11	0	53	2	13	4	18	48	6	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized			None			None			None!			None:	
Storage Length		-	-			14		(4			÷	-	
Veh in Median Storage	.# .	0			0			0			0		
Grade, %		0	-		0	-	-	0			0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mymt Flow	20	0	8	12	0	58	2	14	4	20	52	7	
		u	.H	10	ų	199		14	- 1	191	100	//	
Majou/Minor N	Anor2		1	Manori			Maiort	1		Major2			1.1.1
Conflicting Flow All	145	118	56	120	119	16	59	0	0	18	0	0	
Stage 1	96	96	30	20	20	10	00			10	0	0	the second second
Stage 2	49	22		100	99								
Critical Hdwy	7 12	6.52	6.22	7 12	6 52	6.22	4.12			4.12			
Critical Hdwy Stg 1	6.12	5.52	0.11	6.12	5.52	U.LL	1.16			4.16			
Critical Hdwy Stg 2	6.12	5 52		6 12	5 52		-	-	-	-			
		4.018	3 318	3.518		3.318	2.218	-		2.218			
Pot Cap-1 Maneuver	824	4.016	1011	855	4.010	1063	1545			1599		12	
Stage 1	911	815	1011	999	879	1003	1040	12		1335			
Stage 2	964	877	-	999	813		-				-		_
Platoon blocked. %	904	0//		900	013				1.4			10	
	771	761	1011	040	700	1000	1545		-	1599		-	
Mov Cap-1 Maneuver			1011	840	760	1063		1.0		1023		12	
Mov Cap-2 Maneuver	771	761		840	760	-	•		-			-	
Stage 1	910	9D4		998	878						1.1		
Stage 2	911	876	-	887	802	22		12		•	-		
Apprisacti	ER		1	WE	-	-	NB			SB	-	-	
HCM Control Delay, s	9.5			8.8	_		0.8		-	1.8		1000	-
HCM LOS	A			A		-	0.0			1.0			
	A	-		A			-	-		-			-
Minor Lane/Major Mym	111	NEL	NBT	NPP	BLan	URINI	SBL	SBT	SBR		2.30	1000	ALC: NOT THE
Capacity (veh/h)		1545	- True L	1000	826	1017	1599	and a	ALL CO.			1	
HCM Lane V/C Ratio		0.001		194	0.033	0.068	0.012						
HCM Control Delay (s)		7/3	0		9.5	8.8	7.3	0	-	-			
HCM Lane LOS		A	A	-	A	A	A	A					
IVIN LANC LUO		0	A	-	0.1	0.2	0	A	-				

Lavon Tract TłA 05/07/2021 2026 Background+Site AM IMR

Synchro 10 Report Page 5

Lavon Tract TIA	
HCM 6th TWSC	

2026 Background+Site AM 11: CR 484 & Drive 3

					_	
Intersection			101		-	-
Int Delay, s/veh	2.4		-	-	-	
Movement	WEIL	WATE	NRT	NIDE	SBL	SHT
Lane Configurations	Y	AND OF STREET	Te-	THEFT	OBC	4
Traffic Vol. vehilt	35	0	43	Б		66
Future Vol. veh/h	35	0	43	6	6	
Conflicting Peds, #/hr			43			66
		0		0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized			-	None	- 2	The Association of the
Storage Length	0	-	-	-		
Veh in Median Storag	e.# ()	1	0	-		0
Grade, %	0	-	0	-		0
Peak Hour Factor	92	: 92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	38	0	47	7	7	72
		Ŷ				1.6.
		_		_		-
	Minor1		Major1		Major2	
Conflicting Flow All	137	51	0	0	54	0
Stage 1	59					
Stage 2	86	-	-	1	-	1
Critical Hdwy	6.42	6 22			4.12	
Critical Hdwy Stg 1	5.42					
Critical Hdwy Stg 2	5.42	-				
Follow-up Hdwy	3.518	3 318			2.218	
Pot Cap-1 Maneuver	856	1017			1551	-
Stage 1	971	1011	-	-	- Tubet	
Stage 2	937	-		-		2
	937			-		-
Platoon blocked, %	04.5	4040	•	-	100	-
Mov Cap-1 Maneuver		1017	2		1.07.00	14
Mov Cap-2 Maneuver		-	1		-	100
Stage 1	971	100				
Stage 2	932	-	-	-		
Approach	WB	1	NB	-	SB	-
HCM Control Delay, s			0	_		
			6		06	
HCM LOS	A	_	_	_	_	_
Minor Lene/Major Min	nt	NBT	NERV	VBent	SBL	SBT
Capacity (veh/h)	-	1.0	-	852	1551	1
HCM Lane V/C Ratio				0.045		
HCM Control Delay (s)		-	94	7.3	-0
HCM Lane LOS				A	A	A
HCM 95th %tile Q(veh	1		-	0.1	0	~
www.som.come.cd/net	9			0.1	1	1.1

Lavon Tract TIA 05/07/2021 2026 Background+Site AM

2026 Background+Site AM 12: Drive 4 & CR 485

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NEL	NBR
Lane Configurations	李]]。			41	Y	
Traffic Vol. veh/h	29	18	0	307	53	Ð.
Future Vol, veh/h	29	18	0	307	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None	1000	None
Storage Length	-	-			0	-
Veh in Median Storage,	# 0			0	0	
Grade, %	0			0	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Myret Flow	32	20	0	334	58	- 6

Major/Minor N	Aajor 1	1	Aapor2	1	Ar or 1	Sec. 1
Conflicting Flow All	0	0	52	0	209	26
Stage 1					42	
Stage 2	-	22	-	-	167	-
Critical Hdwy			4.14		6.84	6.94
Critical Hdwy Stg 1	(a)	÷3		-	5.84	-
Critical Hdwy Stg 2				•	5,84	
Follow-up Hdwy	5.00	2	2.22	-	3.52	3.32
Pot Cap-1 Maneuver			1552		760	1044
Stage 1			-	-	975	-
Stage 2	-				845	
Platoon blocked, %	(a)					
Mov Cap-1 Maneuver	-		1552		760	1044
Mov Cap-2 Maneuver	2,63	÷.	•	Ŧ	760	-
Stage 1					975	1.4
Stage 2	0.00		-	(*)	845	-
				1		
Approach	68		WB	L-III	NB	
HCM Contro! Delay. s	0		0		10-1	
HCM LOS					В	
Minor Lane/Major Mvnk	N	BLAT	EBT	LBR	WHL	WBT
Capacity (veh/h)		760			1552	
HCM Lane V/C Ratio		0.076	-	-	-	-
HCM Control Delay (s)		101			0.	
HCM Lane LOS		В	-	-	A	28
HCM 95th %tile Q(veh)		0.2	•		0	12

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

Synchro 10 Report Page 7 Lavon Tract TIA HCM 6th TWSC 2026 Background+Site AM 13: CR 485 & Drive 5

Intersection	_		_	-		_
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SER
Lane Configurations		44	44		Y	
Traffic Vol. veh/h	6	23	289	2	7	18
Future Vol. veh/h	6	23	289	2	7	18
Conflicting Peds. #/hr	Ő	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	1100	None	Clup .	
Storage Length		-		Hube	0	
Veh in Median Storage,	# .	- 6	0		0	
Grade, %		0	Ő		0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	7	25	314	2	8	20
WALLETION	1	20	314	6	0	20
Major/Minus M	anorth		Major2	1	Ainosz.	
Conflicting Flow All	316	0		0	342	158
Stage 1	-				315	
Stage 2		-			27	
Critical Hdwy	4.14				6.84	6.94
Critical Hdwy Stg 1	-	-	1	12	5.84	
Critical Hdwy Stg 2	-	21		21	5.84	
	2.22				3.52	3.32
	1241	1			628	859
Stage 1				1	713	000
Stage 2				-	992	-
Platoon blocked. %				102	335	
	1241				624	859
Mov Cap-2 Maneuver	the second					909
		-	*	-	624	171
Stage 1				12	709	
Stage 2	-	-	-	-	992	•
			_	-		
Approach	EB		WB	200	SB	
HCM Control Delay, s	1.6		Û.		8.8	
HCM LOS					A	-
1011 200					л	
	_	_	_	_		
MinorLane/Major Mistri	-	EBL	EST	WB	WER	Contraction of the local distance of the loc
Capacity (veh/h)		1241				777
ICM Lane V/C Ratio		0.005	-		-	0.035
HCM Control Delay (s)		7.9	0			9.8
ION CONTROL DEIGA (S)						
ICM Lane LOS		A	A	-	_	A

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

2026 Background+Site AM 14: Drive 6 & CR 485

Intersection						_								
int Delay, s/veh	4.8													
Movement	EBL	EBT	EBR	WBL.	WBT	WBR	NBL	NBT	MBR	SEL	S81	SBR		
Lane Configurations		17.			474			4			640			
Traffic Vol, veh/h	42	51	12	2	131	0	35	0	7	0	0	125		
Future Vol, veh/h	42	51	12	2	131	0	35	0	7	0	0	125		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized			None			None	-		None		-	None		
Storage Length	-	-	-	1.00	1	-	-	-	-	-	-	-		
Veh in Median Storage,	# -	.0			0	-		0	1.1	-	0			
Grade, %	-	0		1.61	0	~	-	0	14	1.02	0	-		
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2		
Mvmt Flow	46	55	13	2	相犯	0	38	0	8	0	0	136		
Major/Minor K	lajor		1	Viajor?			Minori		1	Sincial	-	100		
Conflicting Flow All	142	0	0	68	0	0	229	300	34	266	306	71		_
Stage 1				725			154	154	11.12	146	146			
Stage 2			-				75	146	-	120	160			
Critical Howy	4:14			4.14			7 54	6 54	6.94	7 54	6.54	6.94		
Critical Howy Stg 1				-			6.54	5.54	-	6.54	5.54	-		
Cnlical Hdwy Stg 2							6 54	5.54		6 54	5 54			
Follow-up Hdwy	2.22			2.22			3.52	4.02	3.32	3.52	4.02	3.32		
Pot Cap-1 Maneuver	1438			1531			707	611	1032	665	606	977	_	
Stage 1				-110090	_	-	833	769	1001	842	775			-
Stage 2								775		872	764			-
Platoon blocked, %	_	-	10			- 2	ary	11.9		072	104	79		
Mov Cap-1 Maneuver	1438	1	1.5	1531			593	2590	1032	643	585	977	-	
Mov Cap-2 Maneuver	1400			1003			593	590	10.32	643	585	9/1		
Stage 1	-						806	744		814	774	**	_	
Stage 2							796	774	-	837	739			
Oldyo z	20		1		÷		130	114		037	139			
Approact	6R			WE			NB		-	SB			-	
HCM Control Delay s	3			01	_		111			9.3				-
HCM LOS	5			1111			В			A	_			
Minor Lane/Major Mvnit	N	ELat	EBL	FET	EBR	WBL	WBI	WBR	581 m1					
Capacity (veh/h)	1	638	1438			1581			977					
HCM Lane V/C Ratio			0.032	14	1.	0.001	-	-	0.139					
-ICM Control Delay (s)		111	7.6	0		7.4	0		93	-				
HCM Lane LOS		В	A	A		A	A		A					
HCM 95th %tile Q(veh)		0.2	01	0		0		-	0.5					

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

Synchro 10 Report Page 9

Lavon Tract TIA	2026 Background+Site AM
HCM 6th TWSC	15: Drive 7 & CR 485

Intersection			-			-
Int Delay, s/veh	2.2	-	-			
Movement	EBI	EBR	WE	1881*	4000	LIDE
		1,118	WITH.		THEL.	NBR
Lane Configurations	4%	10	4	44	Y	/1401
Traffic Vol. veh/h	46	12	4	99	35	11
Future Vol, veh/h	46	12	4	99	35	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	11	None		None		None
Storage Length	-	-	. *	-	0	•
Veh in Median Storage.		1.5	•	0	0	
Grade, %	0		-	0	0	
Peak Hour Factor	92	- 92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	13	4	108	38	12
Major/Minoi N	awi		Colety		Moorf	-
Conflicting Flow All	0	0	63	0	ALL DE LE DE	32
Stage 1			03		119	32
	- 11			1		
Stage 2		-	-	•	62	-
Critical Hdwy		- 3	4.14	•	6.84	6 94
Critical Hdwy Stg 1		•	-	-	5.84	-
Critical Hdwy Stg 2			1.11	- 1	5 84	2
Follow-up Hdwy	-	14	2.22	-	3.52	3.32
Pot Cap-1 Maneuver		1	1538	1	864	1035:
Stage 1	-	19	-	-	959	-
Stage 2	1				953	
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver			1538		861	1035
Mov Cap-2 Maneuver		-	-		861	(WORDED.
Stage 1	10	1995			959	-
Stage 2					950	
Oldge Z			-		500	-
		_	-	_		
Approach	EB	_	WB		NO.	
HCM Control Delay, s	0		0.3		9.3	
HCM LOS	_	_			Α	
	-	_	-			
Manga Lane/Major Mutht		BEnt	EBT.	EBR	WEL	WBT
Capacity (veh/h)		897			1538	-
HCM Lane V/C Ratio		0.056			0.003	
HCM Control Delay (s)	P.,	9.3	1		7.9	0
HCM Lane LOS		9.5 A			A	A
HCM 95th %file (Qovern)	-	0.2			0	A
TOWN JULY YOUR MANY		0.2			0	

Lavon Tract TIA 05/07/2021 2026 Background+Site AM

Lavon Tract TIA	2026 Background+Site AM
HCM 6th TWSC	16: CR 483/Presidents Boulevard & Drive 8

Intervection			- S			
int Delay, s/veh	2					
Movement	EBL	EBR	NEL.	NBT	SBL	SBR
Lane Configurations	Y			a l	1	
Traffic Vol. veh/h	11	0	Ū.	26	8	4
Future Vol, veh/h	11	0	0	26	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	•	None		None
Storage Length	0	-	-			-
Veh in Median Storage,	# 0			0	0	
Grade, %	0	-		0	0	-
Peak Hour Factor	92	92	92	92	92	- 92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	12	B	0	28	9	6

Major/Minol	Minor2		Magor 1	h	lajor"	
Conflicting Flow All	39	11	13	0	-	0
Stage 1	11		-			
Stage 2	28	-		-	-	-
Critical Hdwy	6.42	6.22	4 12			
Critical Hdwy Stg 1	5.42	-	-	196	18	-
Critical Howy Stg 2	5.42					
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	973	1070	1606			-
Stage 1	1012	-	-	1	2	-
Stage 2	995		-			
Platoon blocked, %						-
Mov Cap-1 Maneuver	973	1070	1606			
Mov Cap-2 Maneuver	973	-				
Stage 1	1012					
Stage 2	995	-	-	-	-	-
Approach	- EB	1	NB	-	58	
HCM Control Delay, s	8.7		0		0	
HCM LOS	Α				- 10	
Minor Lane/Major Mvn	H.	NBL.	NBT	EBEn1	SBT	SBR
Capacity (veh/h)		1606		973		
HCM Lane V/C Ratio			-	0.012		14
HCM Control Delay (s)		0		8.7		19
HCM Lane LOS		A		A		-
HCM 95th %tile Q(veh)	0		Đ.		

Lavon	Tract TIA	05/07/2021	2026	Background+Site AM
IMR				

Lane Flow Rate

Geometry Grp

Degree of Util (X)

Convergence, Y/N

HCM Lane V/C Ratio

HCM Control Delay

HCM Lane LOS

HCM 95th-tile Q

Service Time

Cap

Departure Headway (Hd)

Intersection			100					Rental	1. 5.0	1.13	28.0	
Intersection Delay, s/veh	12.1											
Intersection LOS	В		100						1.11			
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		A P			ብኈ			4			÷	
Traffic Vol, veh/h	49	342	60	0	234	0	48	27	0	56	43	102
Future Vol, veh/h	49	342	60	0	234	0	48	27	0	56	43	102
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	412	72	0	282	0	58	33	0	67	52	123
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Approach	EB				WB		NB			SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	2				2		1			1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				1		2			2		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		2			2		a de la competition de la comp
HCM Control Delay	13.3				9.8		10.8			12.5		
HCM LOS	В	19 m 2			A		В			В	13121	Cuti I
ane	-	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1			-		
Vol Left, %		64%	22%	0%	0%	0%	28%			121121	14.27	
Vol Thru, %		36%	78%	74%	100%	100%	21%			-	-	-
Vol Right, %		0%	0%	26%	0%	0%	51%					
Sign Control	11.5	Stop	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane		75	220	231	117	117	201					
T Vol		48	49	0	0	0	56					
Through Vol		27	171	171	117	117	43					
RT Vol		0	0	60	0	0	102					

90

2

0.163

6.499

Yes

549

4.568

0.164

10.8

В

0.6

265

0.445

6.044

Yes

594

3.791

0.446

13.6

В

2.3

7

278

0.444

5.747

Yes

626

3.494

0.444

13

В

2.3

7

141

0.248

6.323

Yes

567

4.08

0.249

11.2

B

1

7

141

0.178

4.557

Yes

782

2.313

0.18

8.3

A

0.6

7

242

0.388

5.775

Yes

622

3.829

0.389

12.5

В

1.8

2

	≯	-+	~	1			*	†	~	1	1	4
Lane Group	EB	EBI	EBR	WHL	WBT	WER	-1480	NET	NUR	SBL	SBT	C.B.I
Lane Configurations		***	1	M	**	ANGULL -	77	4	P	3	To .	(Texa)
Traffic Volume (vph)	49	1568	785	267	街竹	Ū.	831	5	88	37	46	1
Future Volume (vph)	49	1568	785	267	1511	0	831	5	88	37	46	7
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	11111111	200	150		0	0		150	0		(
Storage Lanes	1		1	1		0	2		1	1		(
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0 97	1 00	1 00	1.00	1.00	1.00
Frt	- SAW-		0.850		0.01	0.01			0.850		0.979	1100
Fit Protected	0.950		01000	0.950		_	0 950	-	01000	0.950	0.010	
Satd. Flow (prot)	1770	5085	1583	1770	5085	0	3433	1863	1583	1770	1824	C
Fit Permitted	0.094	0005	1000	0 053	0000		0.719	1000	1000	0.754	1924	
Satd. Flow (perm)	175	5085	1583	99	5085	0	2598	1863	1583	1405	1824	0
Right Turn on Red	110	0000	Yes		0000	Yes	2000	1000	Yes	1400	1024	Yes
Satd. Flow (RTOR)			401	_		1.997.1			96		5	1.100
Link Speed (mph)		30	401		50			45	50		30	
Link Distance (ft)		506			2334			2241			368	
Travel Time (s)		11.5			31.8			34:0	_		8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj Flow (vph)	53	1704	853	290	1642	0.52	903	5	96	40	50	0.52
Shared Lane Traffic (%)	30	11114	000	2.00	1042	U	300	5		40	50	
Lane Group Flow (vph)	53	1704	853	290	1642	0	903	5	96	40	58	(
Enter Blocked Intersection	No	No	No	Na	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Leff	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Lon	12	, ngm	Con	12	1 States	and a second	24	- internet	in the fit	24	
Link Offset(ft)		0			0			0)			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10	_		10			10			10	-
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	1.00	9	15	1.00	-9	15	1.00	9	15	1.00	1.00
Number of Detectors	1	2	1	1	2	197	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (it)	0	0	0	0	0	_	0	0	0	0	0	
Detector 1 Position(ft)	0	Ő	ŏ	ŭ	ŏ		0	0	Ď	0	0	-
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	-
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel	OPER	CITLX	CITLA	UITLA	GITLA		UTLA	CITLX	UPLA	GITEX	GITER	-
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	0.0	94	0.0	0.0	94		0.0	94	0.0	0.0	94	
Detector 2 Size(ft)		6			6			54			6	
Detector 2 Type		Cliffx			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		THE PARTY OF			CHARA			CITEL			CITCA	
Detector 2 Extend (s)		0.0		_	0.0	_		0.0			0.0	-
Fum Type	nmunt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	pm+pt 5	NA 2	Peliñ	pm+pt	NA 6		Perm	NA 4	Pemi	rem	NA 8	
INCLIEU FIIdada	0	4		1000	- th.						0	

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

Synchro 10 Report Page 1

	۶		\mathbf{r}	1	-		1	+	1	5	+	1
Lana Group	EBI	FBI	Eth?	WBL	WBT	WBR	NEL	NBT	NBR	SEL	SBT	SBI
Detector Phase	5	2	2	1	6		4	4	4	8	8	SCHO
Switch Phase												
Minimum Initial (s)	5.0	50	50	5.0	50		50	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	23.5	23.5		23.5	23.5	23.5	23.5	23.5	
Total Split (s)	15.0	75.0	75.0	25 0	85.0		80 0	80.0	80.0	80.0	80.0	
Total Split (%)	8.3%	41.7%	41.7%	13.9%	47.2%		44.4%	44.4%	44.4%	44.4%	44.4%	
Maximum Green (s)	9.5	69.5	69.5	19.5	795	-	74 5	74.5	74.5	74.5	74.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	20	2.0	2.0	2.0		2.0	20	20	20	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5:5	55	5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag						1000	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7:0	7.0	
Flash Dont Walk (s)		11.0	11.0		110		110	11.0	11.0	11.0	11(0)	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	37.4	69.5	69.5	100 0	88.9		69.0	69.0	69 0	69.0	69.0	
Actuated g/C Ratio	0.43	0.39	0.39	0.56	0.49		0.38	0.38	0.38	0.38	0.38	
v/c Ratio	0.37	0.87	1.00	1.01	0.65		0.91	0.01	0.14	0.07	0.08	
Control Delay	28.6	56.9	58.0	109.8	37.1		65.8	31.6	5.7	33.8	31.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0,0	0.0	0.0	0.0	
Total Delay	28.6	56.9	58.0	109.8	37.1		65.8	31.6	5.7	33.8	31.0	
LOS	Ç	E	E	F	D		E	С	A	C	C	
Approach Delay		56.7			48.0			59.9			32.1	_
Approach LOS		E			D			E			С	
Intersection Summary			1		1.00			1.01	1.5	1000		-
Area Type	Other										1.01	
Cycle Length: 180												
Actuated Cycle Length: 18												
Offset: 0 (0%), Referenced	to phase 2	EBTL ar	d 6:WBT	L, Start o	f Green							
Natural Cycle: 110												
Control Type: Actuated-Co	ordinated											
Maximum v/c Ratio 1.01												
ntersection Signal Delay:				Ir	ntersection	LOS: D				_		
Intersection Capacity Utiliz	ation 89 2%	6		10	CU Level	of Service	e F					

Splits and Phases: 1: State Highway 205 & State Highway 78

101		104	
A 4			
@5	£\$ (R)		_

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

2026 Background+Site PM 2: Presidents Boulevard & Main Street

					1
3.5					
EBT	EBR	WBL	WBT	NBL	NBR
P			- म	3	7
409	136	51	221	96	36
409	136	51	221	96	36
0	0	0	0	0	0
Free	Free	Free	Free	Stop	Stop
	None		None		None
	-	-	-	0	0
.# 0	-	-	- 0	0	0
- ,# 0 0	-	-		-	0
	-		0	0	
0	-	-	0	0	
	EB1 409 409 0 Free	EBT EBR 409 136 409 136 0 0	EBT EBR WBL 409 136 51 409 136 51 0 0 0 Free Free Free	EB1 EBR WBL WB1 409 136 51 221 409 136 51 221 0 136 51 221 0 0 0 0 Free Free Free Free	EBT EBR WBL WBI NBL 409 136 51 221 96 409 136 51 221 96 0 0 0 0 0 Free Free Free Free Stop

Magon/Minor	Major		Major		Minorit		
Conflicting Flow All	0) 0	620	0	910	543	
Stage 1					543		
Stage 2					367		
Critical Hdwy			4 12		6.42	6.22	
Critical Hdwy Stg 1			-	-	5.42	-	
Critical Hdwy Stg 2					5.42		
Follow-up Hdwy			2.218	-	3.518	3.318	
Pot Cap-1 Maneuver			960		305	540	
Stage 1		-	-	-	582	-	
Stage 2			-		701		
Platoon blocked, %	-			-			
Mov Cap 1 Maneuver		e .	960		284	540	
Mov Cap-2 Maneuver	r -		-	-	284		
Stage 1		5 B		1.0	582		
Stage 2			-	-	652		
Approach	. Fit		WE	101	NE		
HCM Control Delay.	s 0	1	17		218		
HCM LOS					С		
Minor Lane/Major Mw	nt	NELAT	NELnZ	LBT	EBR	WBL	WBT
Capacity (veh/h)		284	540			960	
HCM Lane V/C Ratio		0.384	0.076	-	-	0.06	-
HCM Control Delay (s	5)	25.4	12.2			9	0
HCM Lane LOS		D	В	-		A	Α
HCM 95th %tile Q(ve	h)	1.7	0.2			0.2	

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

Synchro 10 Report Page 1

Lavon Tract TIA	2026 Background+Site PM
HCM 6th TWSC	3: State Highway 205 & CR 485

Intersection	000 1			1	-			
Int Delay, s/veh	399.1							
Movement	WEL	WER	NBE	NBR	SBL	SET	The second second	
Lane Configurations	4	1	4%	1		44		
Traffic Vol, veh/h	189	246	803	303	201	1020		
Future Vol, veh/h	189	246	803	303	201	1020		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized				None		None		
Storage Length	0	0				-		
Veh in Median Storage	a. # 0		ð	24		0	the state of the local sectors	
Grade, %	0		0			0		
Peak Hour Factor	99	99	99	99	99	99	Sector Sector	
Heavy Vehicles, %	2	2	2	2	2	2		
Mymt Flow	191	248	811	306	203	1030		
NEALUT I I'MAA	191	640	M.C.F	300	203	1000		
Major/Minor	Minori	1.00	Hajoi 1		Vlajor2	-		
Conflicting Flow All	1885	559	0		1117	0		
Stage 1	1885	008	_		1117			
Stage 1	1000		24	10	-			
	921	0.04				-		
Cntical Hdwy	6 84	8.94	- 11	-	4 14			
Critical Hdwy Stg 1	5.84		-	•	-	•		
Critical Hdwy Stg 2	5 84		10	1	1	1		
Follow-up Hdwy	3.52	3.32	-	-	2,22	-		
Pot Cap-1 Maneuver	~ 62	472			623	1 . L		
Stage 1	331	-	-	17	-	-		
Stage 2	348							
Platoon blocked, %				- 4		-		
Mov Cap-1 Maneuver	~ 15	472	14		621			
Mov Cap-2 Maneuver	~ 15	-		- 14	-	-		
Stage 1	331							A DESCRIPTION OF THE REAL PROPERTY OF
Stage 2	~ 82	-	-	14				
Арриант	WB	-	NB		58	1		
HCM Control Delay, 1:	25192		0		5.3			
HCM LOS	F				- Andrews			
Mnor Lana/Major Men	1	NBT	NBRV	BLAW	VBLN2	SBL	SET	1
Capacity (veh/h)		100		15	472	621		
HCM Lane V/C Ratio				2.727			-	
ICM Control Delay (s)	-			5771	20.8	13.6	3.7	
HCM Lane LOS		-	- 4	F	20.0 C	B	A	
ICM 95th %tile Q(veh))			24.9	3	14	0	
lotes	-		-	-	-			No. of Concession, Name
 Volume exceeds cap 			-	ceeds 3	_		putation Not Defined	All major volume in platoon

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

2026 Background+Site PM 5: CR 483 & State Highway 205

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WER	NBT	NBR	SEU	SET
Lane Configurations	Y		4			-41
Traffic Vol, veh/h	19	8	1077	27	8	1193
Future Vol, veh/h	19	8	1077	27	8	1193
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None	-	None		None
Storage Length	0	-	-	-		-
Veh in Median Storage,	# 0		0			0
Grade, %	0	-	0	-		0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	21	9	1171	29	9	1297

Major/Minor	Vanor1	1	Aayort		Majoriz	
Conflicting Flow All	1853	1186	0	0	1200	0
Stage 1	1186					
Stage 2	667	-	-	-		-
Critical Hdwy	6.63	6 23			4.13	
Critical Hdwy Stg 1	5.43			-		-
Critical Hdwy Stg 2	5.83					
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	73	229			579	
Stage 1	289		-	-	-	-
Stage 2	473	-				
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	69	229			579	
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	289		- 64		14.	
Stage 2	447	-	-			•
Approach	WB		NB		- 58	
HCM Control Delay, s	66 1		0		0.4	
HCM LOS	F				11044	
Minor Lane/Major Mvn	à	NBT	NBRW	Bt.n.	SBL.	SBT
Capacity (veh/h)		-	-	87	579	
HCM Lane V/C Ratio		-	120	0.337	0.015	-
HCM Control Delay (s)				66 1	11.3	03
HCM Lane LOS		-		F	В	A
HCM 95th %tile Qiveh)			13	0	

Lavon Tract TIA	2026 Background+Site PM
HCM 6th TWSC	9: Drive 1 & CR 485

Intersection						
nt Delay, s/veh	0.9					
Novement	E81	£82	444	WBT	WELL	NER
Lane Configurations	4%			414	Y	
Traffic Vol. veh/h	226	39	- 19	398	34	0
Future Vol, veh/h	226	39	19	398	34	0
Conflicting Peds, #/hr	C	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	rice .			None		None
Storage Length		None		NUHE	0	invone:
				0	0	-
Veh in Median Storage.		•	-			
Grade, %	0		-	0	0	-
Peak Hour Factor	92	92	92	92	92	
Heavy Vehicles, %	2		2	2	2	2
Mvmt Flow	246	42	21	433	37	0
		_			_	
	apor I		dajor2		Amort	
Conflicting Flow All	0	0	288	0	526	144
Stage 1			-		267	-
Stage 2		-	-		259	-
Critical Hdwy	3		4 14		6.84	6 94
Critical Hdwy Stg 1	-	-	-	14	5.84	
Critical Hdwy Stg 2				11.72	5.84	10
Follow-up Hdwy		-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver		1.0	1271		482	877
Stage 1			-		754	
Stage 2				1	761	-
Platoon blocked. %		-			101	
Mov Cap-1 Maneuver			1271		471	877
Mov Cap-1 Maneuver	-		1271	_	471	
				-		-
Stage 1	- 9		1		754	
Stage 2		•	-	(4)	744	¥5
A	EB	-	WB		-	_
Approach					NB	
HCM Control Delay, s	0		0.5		13:3	
HCM LOS			-		B	_
	-	-	-	-	WINN	
Minor Lane/Major Mynd		NEL 11 471	EBT	FBR	WEL 1271	WET
Capacity (veh/h)				•		_
HCM Lane V/C Ratio	_	0.078	-	-	0.016	
HCM Control Delay (s)		13.3			7.9	01
HCM Lane LOS	_	В	-	-	A	Α
HCM 95th %inie Q(veh)		0.3			0.1	

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

Synchro 10 Report Page 3

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

Lavon Tract TIA	2026 Background+Site PM
HCM 6th TWSC	10: CR 484 & Drive 2
-	

Intersection														
int Delay, s/veh	4.5													
Movement	EEU	EBT	EBR	WEL	WBI	WER	NBL	NET	NBR	SEL	SBT	SBR		
Lane Configurations		4			4			4			4			_
Traffic Vol, veh/h	-11	0	5	7	0	34	8	29	12	58	43	19		
Future Vol, veh/h	11	0	5	7	0	34	8	29	12	58	43	19		
Conflicting Peds. #/hr	0	0	0	0	0	0	0	0	0	0	Ū	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized			None			None			None			None		
Storage Length	-	-				-	-	-	-	-	-	-		
Veh in Median Storage	e, #	0			.0	-		01		1	0	1.1		
Grade, %		0	-		0	-		0		-	0			
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	1920		
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2		
Mymt Flow	12	0	5	8	0	37	9	32	13	63	47	21		
			-											
Major/Minor	Minor2	1.7.1		Minori			Mayort	-		Major2	1.77			
Conflicting Flow All	259	247	58	243	251	39	68	0	0	45	0	0		
Stage 1	184	184		57	57	-								
Stage 2	75	63		186	194				- 2	-		-		
Critical Hdwy	7 12	6:52	6.22	7 12	6.52	6.22	4 12		-	4.12				
Critical Hdwy Stg 1	6.12	5.52		6.12	5.52	-	-		14					
Critical Howy Stg 2	6.12	5:52		6.12	5.52									
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218			2.218		1.41		
Pot Cap-1 Maneuver	694	655	1008	711	652	1033	1533			1563				
Stage 1	818	747	-	955	847	1.9751	-			THEM.				
Stage 2	934	842		816	740									
Platoon blocked, %	001	O. I.		0.0				-						
Mov Cap-1 Maneuver	645	624	1008	681	621	1033	1533			1563				
Mov Cap-2 Maneuver	645	624	-	681	621		-			(Gesta		-		-
Stage 1	813	716		949	842						11			
Stage 2	895	837		778	709									
orage z	000	331			105						-			
Approach	EB			WB			748			58	- 1		1.00	
HCM Control Delay, s	10.1			9			1.2			3.6				
HCM LOS	В			A			110							
	5			^										
Minor Lane/Major Mvn	n .	NBL	NBT	NRE	EBLOT	VBLn1	SEL	SBT	SBR	i a		-	and the second	-
Capacity (veh/h)		1533	1	1	727	949	1563					- 91		
HCM Lane V/C Ratio		0.006	-			0.047	0.04							
HCM Control Delay (s)	-	7.4	0	-	10.1	9	74	.0						
HCM Lane LOS		A	A		В	A	A	A						
HCM 95th %tile Q(veh		00			0.1	0.1	0.1				_			

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR Synchro 10 Report Page 5

Lavon Tract TIA	2026 Background+Site PM
HCM 6th TWSC	11: CR 484 & Drive 3

					_	
Intersection					100	
Int Delay, s/veh	1.5		-			
Movement	WBL	AN COST	NBT	(Albert	P.P.	200
		AAHH55		NBR	SEL	SUL
Lane Configurations	Y		P			्रम्
Traffic Vol veh/h	23	0	58	19		135
Future Vol, veh/h	23	0	58	19	19	135
Conflicting Peds #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None		None		None
Storage Length	0	-	-	-	-	
Veh in Median Storage		3	0	-	•	0
Grade, %	0		0		-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	25	0	-63	21	21	147
	20		00	61	61	
		_	_	-		_
	Minort		Majori		Major?	
Conflicting Flow All	263	74	0	0	84	0
Stage 1	74					
Stage 2	189	-		-	. +	
Critical Hdwy	642	6 22			4.12	
Critical Hdwy Stg 1	5.42			-	-	
Critical Hdwy Sto 2	5.42		1.0	4		
Follow-up Hdwy	3.518	3.318			2.218	
Pot Cap-1 Maneuver	726	988	14		and the second second	
Stage 1	949	500			1010	
Stage 2	949 843			-	-	-
	843	-				
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	715	988			1513	
Mov Cap-2 Maneuver	715	¥	-	-	-	-
Stage 1	949					
Stage 2	830	-			-	-
Amuranak	WB	-	NB	-	-	_
Approach		_			SB	
HCM Control Delay, s	10.2		Ū.		0.9	
HCM LOS	В	_	_			
10 M 1 M						
Minor Late/Major Min	at c	NET	NBRY	MRI nit	SHU	SAT
		Hat	Incarco	715	1513	Jun
Capacity (veh/h)		- 71	1			
HCM Lane V/C Ralio		-		0.035		1.0
HCM Control Delay (s)		-	- (4)	10.2	74	0
HCM Lane LOS		-	-	В	Α	A
HCM 95th %tile Q(veh)			0.1	0	

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

2026 Background+Site PM 12: Drive 4 & CR 485

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBK	WEL	WEI	NBL	NER.
Lane Configurations	16		_	41	Y	
Traffic Vol, veh/h	97	58	0	200	34	0
Future Vol, veh/h	97	58	0	200	34	0
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length	-	-	-	-	0	-
Veh in Median Storage.	# 0			0	0	
Grade, %	0	-	- 24	0	0	-
Peak Hour Factor	92	92	92	92	92	92:
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flaw	105	63	0	217	37	0

Major/Mindr I	Маки		Viajoi?	()	Antif	
Conflicting Flow All	C) 0	168	Q	246	84
Stage 1					137	
Stage 2			-	-	109	-
Critical Hdwy			4 14		6.84	6.94
Critical Hdwy Stg 1			-	-	5.84	-
Critical Hdwy Stg 2					5.84	
Follow-up Hdwy			2,22	-	3.52	3,32
Pot Cap-1 Maneuver			1407		721	958
Stage 1		1 34	-	-	875	-
Stage 2					903	
Platoon blocked, %				-		
Mov Cap-1 Maneuver			1407		721	958
Mov Cap-2 Maneuver	1		-	1(4)	721	-
Stage 1		1.10	18		875	
Stage 2			-	-	903	
the second s						
Approach	EB	5	WB		NE	
HCM Control Delay, s	0)	0		10.3	
HCM LOS					В	
Minor Lane/Major Myrr	N	HBL .	EBT	EBR	WEIL	WB)
Capacity (veh/h)		721			1407	
HCM Lane V/C Ratio		0.051	-	100	-	-
HCM Control Delay (s)		10.3			0	
HCM Lane LOS		В	-	-	- A	
HCM 95th %tile Q{veh)	0.2	14		0	

Lavon Tract TIA	05/07/2021	2026 Background+Site PM
IMR		

Synchro 10 Report Page 7

Lavon Tract TIA	2026 Background+Site PM
HCM 6th TWSC	13: CR 485 & Drive 5

Intersection		100	0			
Int Delay, s/veh	1					
Movement	EBL	EBI	WBI	Witt	SBL	SBR
Lane Configurations	Lux	44	41	and the second	W	Ope
Traffic Vol veh/h	19	11	189	8	5	11
Future Vol. veh/h	19	77	189	8	5	11
Conflicting Peds, #/hr	0	D	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	Fiee	None		None		None
Storage Length		(ADDB.			0	NODE
Veh in Median Storage	-	0	0		0	-
Grade, % Peak Hour Factor	92	92	92	92	0 92	.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	84	205	9	5	12
Major/Minor	Major	- 1	disjon.	1	Amor2	
Conflicting Flow All	214	0	-	0	294	107
Stage 1					210	
Stage 2	-	-	-	-21	84	-
Critical Hdwy	4.16				6 84	6.94
Critical Hdwy Stg 1	_	-			5.84	-
Critical Hdwy Stg 2			-		5.84	
Follow-up Hdwy	2.22		1.0	-	3.52	3.32
Pot Cap-1 Maneuver	1353			-	673	926
Stage 1	-				805	-
Stage 2	-				930	
Platoon blocked. %		_	-		000	
Mov Cap-1 Maneuver	1353		-	T 1	662	926
Mov Cap-2 Maneuver	1000				662	
Stage 1		•	-	-	792	
	1.6	1.1				
Stage 2	-	-			930	÷
		_				
Approach	EB		WB.		-58	
HCM Control Delay, 3	15		Ð		9.5	
HCM LOS	_		_	_	A	
Minor Carle/Magor Myo	1	EEL	EBT	WBL	WER	To BR
Capacity (veh/h)		1353				823
HCM Lane V/C Ratio		0.015	-	_		0.021
HCM Control Delay (s)		1.7	0	-		9.5
HCM Lane LOS	-	A	A			
HCM 95th %tile Q(veh	,	A 0	A			A
now som while of veh	1	9		1.1		0.1

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

Lavon Tract TIA	
HCM 6th TWSC	

2026 Background+Site PM 14: Drive 6 & CR 485

Int Delay, s/veh	4.3						-						
			PT2545	181431	LANDER	UNIVERSE.	LUD.	LOBE	Arears	GRADUIT.	- SOL	0.000	
Movement	EBL	EBI	EBR	WBL	WBT	WOR	NBL	NBT	NBR	SEL	81	SBR	
Lane Configurations		die -			41.		0.5	-			+		
Traffic Vol. veh/h	139	147	39	8	92	0	23	0	5	0	0	82	
Future Vol, veh/h	139	147	39	8	92	0	23	0	5	0	0	82	
Conflicting Peds, #/hr	0	0		0	0	0	0	0	0	0	0	.0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized			None			None	-		None		-	None	
Storage Length	- 4	-	-	-		-	-		-	-	-	-	
Veh in Median Storage.	# -	0	-		0			.0			0		
Grade, %		0	-	-	0	-		0		•	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	151	160	42	9	100	0	25	0	5	0	0	:89	
Major/Minio/ M	lajor 1			Major2		1	Eronk		N	Ainer2			
Conflicting Flow All	100	0	0	202	0	0	551	601	101	500	622	50	
Stage 1			-	-			483	483		118	118		
Stage 2				-			68	118		382	504		_
Critical Hdwy	4.14			4.14			7 54	6 54	6.94	7 54	6.54	6.94	
Critical Howy Stg 1	-			01100		14	6.54	5.54		6.54	5,54	1416.1	
Critical Hdwy Stg 2							6.54	5.54	15	6 54	5.54		
Follow-up Hdwy	2.22			2.22			3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	1490				- 64		417	413	935	454	401	1008	
Stage 1	101510			1007			534	551	-	874	797	-	
Stage 2							934	797		612	539		
Platoon blocked. %	-						004			0112	000		
Mov Cap-1 Maneuver	1490			1367	1		345	363	935	410	352	1008	
Mov Cap-2 Maneuver	1430			DAM LO			345	363	303	410	352	109999	
Stage 1							473	488		773	791		-
Stage 2					-		845	791	-	538	477	1	
Oldye 2			-	-		-	040	791	-	000	411		
Approach	68	-		WB		1.1	MB	-	-	58	-		
HCM Control Delay, s	3.4			0.6			15	-	=1.	8.9			
HCM LOS	0.4			0.0			C			A			
IGIVI EOG							U	-		~		200	
Minor Lane/Major Mym		NHLn1	ER	EBT	EBR	WBL	WBT	WERS	HLat		-	i lettere	
Capacity (veh/h)		389	1490	-		1367	-		1008		10.00		
HCM Lane V/C Ratio		0.078			_	0.006	-	945	0.088				
HCM Control Delay (s)		15	77	0.2		7:7	-0		8.9				
-ICM Lane LOS		C	A	A		A	A	14	A				
		03	0.3	11		0	~		0.3				

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR Synchro 10 Report Page 9

Lavon Tract TIA	2026 Background+Site PM
HCM 6th TWSC	15: Drive 7 & CR 485

					_	
Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	ERR	WBL	WBT	Net	NBR
Lane Configurations	41.		11111	44	W	
Traffic Vol. veh/h	113	<u>AG</u> :	12:		23	2-
Future Vol. veh/h	113	39	12	76	23	7
Conflicting Peds. #/hr	0	0	0	0	0	0
	Free	Free	Free		Stop	Stop
RT Channelized			TICC	None		None
Storage Length	-	HODE -	273	ANDER	0	IADH6
Veh in Median Storage.	+ n		-		0	-
						1
Grade, %	0	-	-	0	0	HALL
Peak Hour Factor	92	92	92		92	- 92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	42	13	83	25	8
Major/Mimor M	ajort		MajorZ	1	dimoir 1	
Conflicting Flow All	0	0	165	0	212	83
Stage 1	U	U	105	0	144	63
		22			68	-
Stage 2	-	-	4.14	•		
Cntical Hdwy	- C.		# 14		6 84	5.94
Critical Hdwy Stg 1	-		-	•	5.84	-
Critical Hdwy Stg 2			2		3.04	
Follow-up Hdwy			2.22	-	3.52	3.32
Pot Cap-1 Maneuver	201E)		1411		757	960
Stage 1	-	±)	-	-	868	-
Stage 2			0		947	
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver			1411		749	960
Mov Cap-2 Maneuver	-	-	_	-	749	2070
Stage 1		T			868	12
Stage 2					938	
Otage 2					900	-
	-		1010		1.1.1	_
Approach	EB		WB		NE	
HCM Control Delay, s	0		1		9.8	
HCM LOS					А	
Minor Lansifiajor Munt		BLUI	EB1	EBP	WBL	WBT
Capacity (veh/h)		789	CUI	COF	1411	
						1
HCM Lane V/C Ratio	_	0.041	•	-	0.009	-
HCM Control Delay (s)		9.8			7.6	0
		A	-	-	A	A
HCM Lane LOS HCM 95th %tile Q(veh)		01			0	n

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

Lavon Tract TIA	2026 Background+Site PM
HCM 6th TWSC	16: CR 483/Presidents Boulevard & Drive 8

Intersection	100									and the second
int Delay, s/veh	0.6						_			
Movement	EBL	EBR	NBL	NET	SET	SBR		Contractory of	Contraction of the local division of the loc	فرقيه فتنهيه والألا
Lane Configurations	Y			भ	A					
Traffic Vol, veh/h	?	0	0	21	71	12				
Future Vol, veh/h	7	0	0	21	71	12				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Free	Free				
RT Channelized		None		None		Nane				
Storage Length	0					-				
Veh in Median Storage	,# 0			0	0					
Grade, %	0	-	-	0	0	-				
Peak Hour Factor	92	92	92	92	92	92				
Heavy Vehicles, %	2	2	2	2	2	2				
Mymt Flow	8	0	0	23	77	13				

MajorMinor	Minor?	1	Miljort	- in	Aapor2	
Conflicting Flow All	107	84	90	0	-	0
Stage 1	84		1		1	
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6 22	4 12			
Critical Hdwy Stg 1	5.42	-	-	-	-	(e
Critical Hdwy Stg 2	542					
Follow-up Hdwy	3.518	3.318	2.218	-	-	
Pot Cap-1 Maneuver	891	975	1505			
Stage 1	939	-	-	-	-	52
Stage 2	1000					
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	891	975	1505			
Mov Cap-2 Maneuver	891	1.0	-	-	-	14
Stage 1	939				15	
Stage 2	1000		-	-		
Approach	EB		一個		SB	
HCM Control Delay, s	91		0		0	
HCMLOS	A					
Minor Lase/Major Mvn	nt	NBL	NBT	EBL#1	SBT	SER
Capacity (veh/h)		1505		891		
HCM Lane V/C Ratio			-	0.009		+
HCM Control Delay (s)	0		9.1		
HCM Lane LOS		A	-	Α	-	-
HCM 95th %tile Q(veh)	Ð		0		

Lavon	Tract TIA	05/07/2021	2026	Background+Site PM
IMR				

Kimley»Horn

Synchro[™] Output – 2031 Background Traffic

kimley-horn.com 13455 Noel Road, Two Galleria Office Tower, Suite 700, Dallas, TX 75240 972 770 1300

	٦	_	>	1	-		*	1		~	1	1
			TOP	-	IN INCOME	(NICE)	1000		1			
ane Group	ERL	EBT	EBP	WBL	WBT	WBR	MERL	NBT	NBR	SBI	561	88
ane Configurations	1	***		٦	445		77	†	P.	٦	-F	
Traffic Volume (vph)	24	858	523	257	1006	0	1062		65	27	24	12
Future Volume (vph)	24	858	523	257	1006	0	1062	6	65	27	24	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		200	150		0	0		150	0		(
Storage Lanes	1		1	1		0	2		1	1		(
Taper Length (ft)	25			25			25			25		
Lane Util, Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	00	1 00	1.00	1.000	1.00
Fit			0.850						0.850		0.943	
Fit Protected	0.950			0.950			0.950			0.950		
Sald. Flow (prot)	1770	5085	1583	1770	5085	0	3433	1863	1583	1770	1757	0
Fit Permitted	0.223			0.194			0.730			0 753		
Satd. Flow (perm)	415	5085	1583	361	5085	0	2638	1863	1583	1403	1757	0
Right Turn on Red			Yes			Yes		10.0	Yes			Yes
Satd. Flow (RTOR)			487						82		16	
Link Speed (mph)		30			50			45			30	
Link Distance (ft)		506			2334			2241			368	_
Travel Time (s)		115			31.8			34.0			84	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj Flow (vph)	26	933	568	279	1093	0.52	1154	7	71	29	26	16
Shared Lane Traffic (%)	20	240	500	610	1000	v	1104			23	20	166
Lane Group Flow (vph)	26	933	568	279	1093	0	1154	7	71	29	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	
	161		Right	Len		ragai	ten		axidiat.	Len		Right
Median Width(ft)	_	12		_	12	_	_	24	-		24	_
Link Offset(ft)					16							
Crosswalk Width(ft)		16			10	_		16	-	_	16	-
Two way Left Turn Lane			4.00	4.00	4.00	4.00	1.00		1.00		4.00	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Think		East	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	_
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Delector 2 Position(ft)		94			94			94			.94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex		-	CI+Ex	
Detector 2 Channel					and the second second			an en			C. C	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Furn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2	1 Guilt	- I	0		1 GILL	4	1 GIII	1 GIII)	8	
Permitted Phases	2	2	2	6	1.00		4	191.1	4	8	9	

Lavon Tract TIA 05/12/2021 2031 Background AM IMR

Synchro 10 Report Page 1

	٦	_	~	1	-			+	*	1	1	2
	Profession 1	Constant of	Tanata		1.100			1				1
Detector Phase	681	EBT	EER	WEL	WHT	WBR	NEL	NBT	NBR	SBE	SET	SBR
Switch Phase	5	2	2	1	Û		- 4	4	4	8	8	
Minimum Initial (s)	5.0	50	50	50	C 0							
Minimum Split (s)	10.5	23.5	23.5		5.0 23.5		50	50	5.0	50	5.0	
Total Split (s)	15.0	75.0	75.0	23.5 25.0	23.0		23.5	23,5	23.5	23.5	23.5	
Total Split (%)	8.3%	41.7%	41.7%	13.9%	47.2%		80 0 44.4%	80 0 44.4%	0.08	80 0	80.0	
Maximum Green (s)	9.5	69.5	69.5	19.5	79.5		74.5		44.4%	44.4%	44.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	74.5	745	74.5	74.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	_	2.0	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	2 0	2.0	2.0	2.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	_	5.5	5.5	0.0	0.0	0.0	-
Lead/Lag	Lead	Lag	Lag	Lead	Lag		P.P.	5.5	9.5	0:0	55	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				_			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0		
Recall Mode		C Max	C-Max	None	C-Max		None	None	None		3.0	
Walk Time (s)	ANDINE	7.0	7.0	NUTE	7.0		7.0	7.0	7.0	None 7.0	None	
Flash Dont Walk (s)		11.0	11.0	-	11.0	_	11.0	11.0	11.0	110	7.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	11.0			
Act Effet Green (s)	76.9	701	70.1	94.5	86.8		74.5	74.5	74.5	0 74.5	0	_
Actuated g/C Ratio	0.43	0.39	0.39	0.52	0.48		0.41	0.41	0.41	0.41	74.5	
v/c Ratio	0.11	0.47	0.62	0.82	0.45		1.06	0.01	0.10	0.05	0.06	
Control Delay	22.8	42.1	9.6	45.6	32.2		93.5	31.2	4.4	32.1	21.5	
Queue Delav	0.0	0.0	0.0	40.0	0.0		0.0	0.0	0.0			
Total Delay	22.8	42.1	9.6	45.6	32.2		93.5	31.2	4.4	0.0 32.1	0.0	
LOS	22.0	42.1 D	5.0 A	45.0	02.2	-	93.3 F	31.2 C	4.4 A	32.1	21.5 C	
Approach Delay	1.84-1	29.7	~	18.4	34.9			88.0	A	0	25.8	
Approach LOS	1.1	C			54.5 G			00.U			20.8 C	
			-		3.997	_	-	F			1010	_
Intersection Summary Area Type	Other			-	-	_		-	-			
Cycle Length: 180	CULICI											
Actuated Cycle Length 18	20				-							
Offset: 0 (0%), Reference		EBTL or	d 6-MPT	E Start o	f Craon							
Natural Cycle: 90	d to pridoc it	COTIC OF	G 0.000)		Oreen							
Control Type: Actuated-Ci	ordinated											-
Maximum v/c Ratio 1 06	asianatou										_	
Intersection Signal Delay:	48.4			6	ntersection		-					
Intersection Capacity Utili		c .	_		CU Level r				_			

Splits and Phases: 1: State Highway 205 & State Highway 78

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Lavon Tract TIA 05/12/2021 2031 Background AM IMR

2031 Background AM 2: Presidents Boulevard & Main Street

r.

					_		_	
144,7								
EBI	EBR	WBL	WBT	MEL	NBR			
\$			4	7	r			
132	191	149	539	260	168			
132	191	149	539	260	168			
0	0	0	0	0	0			
Free	Free	Free	Free	Stop	Stop			
	None		None	-	None			
-	-	-	-	0	0			
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Lavon Tract TIA 05/12/2021 2031 Background AM IMR

Synchro 10 Report Page 1

Lavon Tract TIA	
HCM 6th TWSC	

2031 Background AM 3: State Highway 205 & CR 485

Intersection Int Delay, s/veh	96.6		-		-	-
31					_	
Movement	WELL	WIRK		MER	SBL	SBI
Lane Configurations	Y	_	14			44
Traffic Vol. veh/h	146	162	1003	58	35	945
Future Vol, veh/h	146	162	1003	58	35	945
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0					-
Veh in Median Storage	a,# 0		0			0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	155	172	1067	62	37	1005
						-10210-
Major/Minor	Miner		and and	-	a Martine and	_
			Majori		Majora	
Conflicting Flow All	1675	565	0	U	1129	0
Stage 1	1098	17				
Stage 2	577	0.04	-	-	-	·
Critical Hdwy	6 84	6.94	14		4 14	
Critical Hdwy Stg 1	5.84	-	•	-	-	-
Critical Hdwy Stg 2	5 84	1.12	24			
Follow-up Hdwy	3.52	3.32	-	-	2.22	•
Pot Cap-1 Maneuver	- 86	468			615	
Stage 1	281				-	-
Stage 2	525					
Platoon blocked, %			-	-		-
Mov Cap 1 Maneuver	~ 74	468			615	
Mov Cap-2 Maneuver	~ 74	-	-	-	_	- 21
Stage 1	281					
Stage 2	454	-	-	141		-
Approach	WB		NE	-	200	_
					58	
ICM Control Delay.			Ũ		11	
HCM LOS	F		_	_		_
	-	-				
Minor Lane/Major Myrr	£	NBT.	MERV	VBLn1	SBL	SEI
Capacity (veh/h)		1	100	133	615	-
HCM Lane V/C Ratio		100		2.464		
HCM Control Delay (s)				733.5	11.2	0.7
ICM Lane LOS			.0	133.5 E	B	A
ICM 95th %tile Q(veh		-		28.6	0.2	A
				12(0:0	Q.2	
kiled						
					00s	+ Com

Lavon Tract TIA 05/12/2021 2031 Background AM IMR

2031 Background AM 4: CR 484 & CR 485

				-	-
2.2					
EBL	EBR	NEL	NBT	SET	SBR
Y			ની	ŀ	
37	4	1	15	30	94
37	4	1	15	30	94
0	0	0	0	0	0
Stop	Stop	Free	Free	Free	Free
	None		None		None
0			-	-	-
# 0			0	0	
0	1.4		0	0	
74	74	74	74	74	74
2	2	2	2	2	2
	EBL 37 37 0 Stop 0 # 0 0 74	EBL EBR Y - 37 4 37 4 0 0 Stop Stop 0 Stop 0 - 0 - 0 - 0 - 74 74	EBI EBR NBI 37 4 1 37 4 1 37 4 1 37 4 1 37 4 1 37 4 1 37 4 1 37 4 1 37 4 1 37 4 1 37 4 1 0 0 0 0 - - 0 - - 74 74 74	EBL EBR NBL NBT 37 4 1 15 37 4 1 15 37 4 1 15 37 4 1 15 37 4 1 15 37 4 1 15 37 4 1 15 37 4 1 15 37 4 1 15 37 4 1 15 0 0 0 0 0 0 - - 0 0 0 - 0 0 0 74 74 74 74	EBI EBR NBL NBI SET 37 4 1 15 30 37 4 1 15 30 37 4 1 15 30 37 4 1 15 30 0 0 0 0 0 0 Stop Stop Free Free Free Free 0 - - - - - 0 - - 0 0 0 0 - - 0 0 0 0 - - 0 0 0 0 - - 0 0 0 0 0 - - 0

Pot Cap-1 Maneuver 868 949 1410 Stage 1 919 - - - Stage 2 1001 - - - Platoon blocked, % - - - - Mov Cap-1 Maneuver 867 949 1410 - Mov Cap-2 Maneuver 867 - - - Stage 1 918 - - - Stage 1 918 - - - Stage 1 918 - - - Stage 2 1001 - - - Approach EB MB SE HCM Control Delay, s 9.4 0.5 0 HCM LOS A -	Major/Minor	Minor2		Majori	- 1	Aogur2	
Stage 2 22 - - - Critical Hdwy 642 6.22 4.12 - - - Critical Hdwy Stg 1 5.42 - - - - - Critical Hdwy Stg 2 5.42 - - - - - Critical Hdwy Stg 2 5.42 - - - - - Colow-up Hdwy Stg 2 5.42 - - - - - Stage 1 919 - - - - - - Stage 2 1001 - - - - - - Voc Cap-1 Maneuver 867 -	Conflicting Flow All	127	105	168	0	-	0
Ortical Howy 6:42 6:22 4:12 Ortical Howy Stg 5:42 - - - Filical Howy Stg 5:42 - - - Follow-up Howy 3:518 3:318 2:218 - - Stage 1 919 - - - - Vex Cap-2 Maneuver 867 949 1410 - - Vex Cap-2 Maneuver 867 949 1410 - - Vex Cap-2 Maneuver 867 - - - - - Stage 1 918 - - - - - - Stage 2 1001 - - - - - - CM Control Delay, s	Stage 1	105					
Critical Hdwy Stg 1 5.42 - - Critical Hdwy Stg 2 5.42 - - Follow-up Hdwy 3.518 3.318 2.218 - Follow-up Hdwy 3.518 3.318 2.218 - Follow-up Hdwy 3.518 3.318 2.218 - Follow-up Hdwy 9.518 - - Stage 1 919 - - Stage 2 1001 - - Patoon blocked, % - - Mov Cap-1 Maneuver 867 949 1410 Mov Cap-2 Maneuver 867 - - Stage 1 918 - - Stage 2 1001 - - Approach EB MB SB HCM Control Delay, s 9.4 0.5 0 HCM Los A - -	Stage 2	22	-		- 21	-	(a)
Critical Hdwy Stg 2 5.42 Follow-up Hdwy 3.518 3.318 2.218 - Pot Cap-1 Maneuver 86 949 1410 - Stage 1 919 - - - Platoon blocked, % - - - Mov Cap-1 Maneuver 867 - - Stage 1 918 - - - Stage 2 1001 - - - Approach EB 146 SB - HCM Control Delay, s 9.4 0.5 0 - HCM LOS A - - - - Capacity (veh/h) 1410 874 - - Capacity (veh/h) 1410 874 - - Capacity (veh/h) 1410 0.053 <td>Critical Hdwy</td> <td>6:42</td> <td>6.22</td> <td>4.12</td> <td></td> <td></td> <td>-</td>	Critical Hdwy	6:42	6.22	4.12			-
Follow-up Hdwy 3.518 3.318 2.218 - Pol Cap-I Maneuver 868 949 1410 - Stage 1 919 - - - Stage 2 1001 - - - Platoon blocked, % - - - - Wov Cap-1 Maneuver 867 949 1410 - Wov Cap-2 Maneuver 867 - - - Stage 1 918 - - - Stage 2 1001 - - - Approach E8 148 S0 - HCM Control Delay, s 9.4 0.5 0 - HCM LOS A - - - - Capacity (veh/h) 1410 874 - - Capacity (veh/h) 1410 874 - - Capacity (veh/h) 1410 874 - - CCM Control Delay (s) 7.6	Critical Hdwy Stg 1	5.42	-		- P.:	-	÷
Pot Cap-1 Maneuver 868 949 1410 Stage 1 919 - - - Stage 2 1001 - - - Platoon blocked, % - - - - Mov Cap-1 Maneuver 667 949 1410 - - Mov Cap-2 Maneuver 667 - - - - Stage 1 918 - - - - Stage 2 1001 - - - - Approach E6 M6 SE - - HCM Control Delay, s 9.4 0.5 0 - - HCM LOS A - - - - - Moor Lane W/C Ratio 0.001 - 0.63 - - HCM Lane V/C Ratio 0.001 - 0.63 - - HCM Lane V/C Ratio X76 0 9.4 - -							
Stage 1 919 - - Stage 2 1001 - - Platoon blocked, % - - Mov Cap-1 Maneuver 867 949 1410 Mov Cap-2 Maneuver 867 - - Stage 1 918 - - Stage 2 1001 - - Approach EB 146 SB HCM Control Delay, s 9.4 0.5 0 HCM Los A - - Approach IBE 146 SB HCM Los A - - HCM Control Delay (s) 7/6 0 9/4 HCM Lane V/C Ratio 0.001 - 0.63 HCM Los A A -	Follow-up Hdwy	3.518	3.318	2.218	۰.	-	120
Stage 2 1001 Platon blocked, % - wor Cap 1: Manauver 867 - Stage 1 918 - Stage 2 1001 - - Approach 168 50 HCM Control Delay, s 9.4 0.5 0 HCM LOS A - - Capacity (veh/h) 1410 874 - HCM LOS A - -	Pot Cap-1 Maneuver		949	1410			
Platoon blocked, % - Mov Cap-1 Maneuver 867 949 1410 Mov Cap-2 Maneuver 867 - - Stage 1 918 - - Stage 2 1001 - - - Approach E6 MB S0 HCM Control Delay, s 9.4 0.5 0 HCM LOS A - - Approach NBL NBT EBL m1 SBT HCM Los A - - Minor Lane/Major Mwmt NBL NBT EBL m1 SBT HCM Lane V/C Ratio 0.001 - 0.063 HCM Lane LOS A A -				-		-	-
Mov Cap-1 Maneuver 867 949 1410 Mov Cap-2 Maneuver 867 - - Stage 1 918 - - Stage 2 1001 - - - Approach EB MB Stage - HCM Control Delay, s 9.4 0.5 0 HCM LOS A - - Capacity (velv/h) 1410 874 HCM Los V/C Ratio 0.001 - 0.063 - HCM Control Delay (s) 7.6 9.4 -	Stage 2	1001					2
Mov Cap-2 Maneuver 867 - - Stage 1 918 - - Stage 2 1001 - - - Approach EB MB Stage 2 - HCM Control Delay, s 9.4 0.5 0 HCM LOS A - - Approach IMB IMB SB HCM LOS A - - Capacity (velr/h) 1410 874 HCM Lane V/C Ratio 0.001 - 0.063 - HCM Control Delay (s) 7 0 9.4	Platoon blocked, %					-	
Stage 1 918 Stage 2 1001 - - Approach EB MB SD HCM Control Delay, s 9.4 0.5 0 HCM LOS A A Capacity (veh/h) 1410 874 HCM Los I 0.063 - - - HCM Lone V/C Ratio 0.001 - 0.063 - HCM Lane V/C Ratio 0.001 - 0.963 - HCM Lane U/C S A A - -	Mov Cap-1 Maneuver		949	1410			1
Stage 2 1001 - - - <th< td=""><td>Mov Cap-2 Maneuver</td><td></td><td>-</td><td></td><td></td><td>-</td><td></td></th<>	Mov Cap-2 Maneuver		-			-	
Approach EB MB ND HCM Control Delay, s 9.4 0.5 0 HCM LOS A A A Minor Lane/Major Mvest MOL NBT EBL at SBT SBF Capacity (veh/h) 1410 874 - HCM Los V/C Ratio 0.001 - 0.663 - HCM Lone U/C Ratio 7/6 0 9.4 - HCM Lone LOS A A - -	Stage 1						
HCM Control Delay, s 9.4 0.5 0 HCM LOS A A A Mmort Lane/Major Mompt NEI: NEI: EBL+1 SEI: SHP Capacity (veh/h) 1410 87.4 HCM Lane V/C Ratio 0.001 - 0.063 - HCM Control Delay (s) 7.6 0 9.4 HCM Lane LOS A A -	Stage 2	1001		-	1	-	+
HCM Control Delay, s 9.4 0.5 0 HCM LOS A Minor Lane/Major Mont NEL NET EEL I SET SER Capacity (veh/h) 1410 874 HCM Lane V/C Ratio 0.001 - 0.063 HCM Control Delay (s) 7.5 0 9.4 HCM Lane LOS A A A							
HCM LOS A Minor Lane/Major Mvent NEL NET ERLINT SET SER Capacity (velvh) 1410 874 HCM Lane V/C Ratio 0.001 - 0.063 - HCM Control Delay (s) 7/5 0 9.4 HCM Lane LOS A A A	Appreach	EB	1.00	NB		20	0.0
Minor Lane/Major Mvmt NBL NBT EBL m1 SBT SBR Capacity (velv/h) 1410 874 -	HCM Control Delay, s	9.4	-	0.5		0	
Capacity (veh/h) 1410 874 - HCM Lane V/C Ratio 0.001 - 0.063 - HCM Control Delay (s) 7.6 0 9.4 HCM Lane LOS A A -	HCMLOS	A					_
Capacity (veh/h) 1410 874 HCM Lane V/C Ratio 0.001 - 0.063 - HCM Control Delay (s) 7/6 0 9/4 HCM Lane LOS A A -							
HCM Lane V/C Ratio 0.001 - 0.063 HCM Control Delay (s) 7.6 0 9.4	Minor Lane/Major Min	ut	NBE	NET	EBLIII	SBL	SHR
HCM Control Delay (s) 76 0 9.4 HCM Lane LOS A A A	Capacity (veh/h)		1410	1.1	874	1	100
HCM Lane LOS A A A	HCM Lane V/C Ratio		0.001	-	0.063	4	141
	HCM Control Delay (s)		7.6	0	9.4		
HCM 95th %tile Q(veh) 0 - 0.2	HCM Lane LOS		A	A	A		
	HCM 95th %tile Q(veh)	0	-	0.2		

Lavon Tract TIA	05/12/2021 2031	Background AM
IMR		

Synchro 10 Report Page 3

Lavon Tract TIA	2031 Background AM
HCM 6th TWSC	5: CR 483 & State Highway 205

					_	
Intersection		10-1				
Int Delay, s/veh	0.5					
teovenien	WBb	AR	NBF	NOD	584	SBT
Lane Configurations	Y	40110	41	HERE	OD	44
Traffic Vol. veh/h	7	0	1045	7	9	1070
Future Vol. veh/h	7	9	1045	7	9	1070
Conflicting Peds. #/hr	0	0	045	0	9	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop	None	Lice	None	riee	None
Storage Length	0	NUTE		NOR		INURE.
Veh in Median Storage		-	0		-	0
Grade, %	a, 11 O		0			0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	92	92	92	92
Mymt Flow	8	10	1136	8	10	1163
WWW.LT IOW	0	10	1130	0	10	1103
	and the second second		-			_
the second se	Minorl		inejeh		Magor2	
Conflicting Flow All	1742	572	0	0		0
Stage 1	1140			•	-	11.14
Stage 2	602	-	-		-	-
Critical Hdwy	6 84	6 94			4 14	
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5 84					
Follow-up Hdwy	3.52	3.32	-	-		-
Pot Cap-1 Maneuver	78	463			606	
Stage 1	267	•	-	-	-	-
Stage 2	510					
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	74	463			606	
Mov Cap-2 Maneuver	74	12	-	-		-
Stage 1	267				- 51	
Stage 2	486	- 3á3	-	-		-
Approach	WB		NB		SB	-
HCM Control Delay, s	34.3		0		0.4	-
HCM Control Delay, s HCM LOS			10	1	0.9	
ILUS	D		_		_	_
Minor Lane/Major Mvm		NEIT	NEURY	VELni	384	S81
Capacity (veh/h)				140	606	-
HCM Lane V/C Ratio		-	-	0.124	0.016	14
HCM Control Delay (s)				34.3		0.3
HCM Lane LOS		-	-	D	В	А
HCM 95th %tile Q(veh	J			0.4	0	

Lavon Tract TIA 05/12/2021 2031 Background AM IMR

											1	,
	≯		Y	-	-	~	1	T	1	` *	÷	*
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NBT	NBR	SEL	SBT	SBF
Lane Configurations	٦	***	r.	7	44%		44	Ŷ	14	7	10	
Traffic Volume (vph)	62	1854	853	340	1928	0	901	6	112	47	-59	(
Future Volume (vph)	62	1854	853	340	1928	0	901	6	112	47	59	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Storage Length (ft)	150		200	150		0	0		150	0		
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1 00	1.00
Frt			0.850					11.22	0.850		0.980	
Fit Protected	0.950			0.950			0.950			0 950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	0	3433	1863	1583	1770	1825	-
Flt Permitted	0 058	0000	1000	0.053	0000	5	0.709	1000	1000	0 753	1010	-
Satd. Flow (perm)	108	5085	1583	99	5085	0	2562	1863	1583	1403	1825	1
Right Turn on Red	100	0000	Yes		0000	Yes	2002	1000	Yes	1100	1020	Ye
Satd. Flow (RTOR)			368			1100			122		5	1.6
Link Speed (mph)		30	500		50			45	122		- 30	
Link Distance (ft)		506			2334			2241			368	
Travel Time (s)		11.5			31.8			34.0			8.4	-
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
Adj. Flow (vph)	67	2015	927	370	2096	0.52	979	0.52	122	51	.64	0.3
Shared Lane Traffic (%)	07	2015	781	310	2030	V	313		166	0.1	0.0	
Lane Group Flow (vph)	67	2015	927	370	2096	0	979	7	122	51	74	- (
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Leff	Left	Right	Left	Left	Righ
Median Width(ft)	CON	12	(again)	Len	12	120409	7.011	24	rugui	Len	24	Logo.
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
		10			10			10		_	10	
Two way Left Turn Lane	4.00	4.00	4.00	4.00	4.00	4.00	4.00	1.00	4.00	4.00	4.00	4.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			15	2	9	15			15	0	-
Number of Detectors	1	2	1	1			1	2	1	1	2	_
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	-
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Delector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	_
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CHEX			CI+Ex			Gi+Ex			GI+Ex	
Detector 2 Channel						_						
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Furn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA.	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2		2	6			4		4	8	010	

Lavon Tract TIA 05/12/2021 2031 Background PM IMR

Synchro 10 Report Page 1

	1	(\mathbf{Y}	1	-	*	1	1	r	1	+	4
Lane Group	EBL	EBT	EBR	WBL	WB1	WER	NBL	NBT	NBR	SHL	SBT	SBR
Detector Phase	5	2	2	1	6		4	4	4	8	8	Cichart
Switch Phase											0	
Minimum Initial (s)	5.0	50	5.0	5.0	5.0		5.0	5.0	5.0	50	5.0	
Minimum Split (s)	10.5	23.5	23.5	23 5	23.5		23.5	23.5	23.5	23.5	23.5	
Total Split (s)	15.0	75.0	75.0	25.0	285.0		80.0	80.0	80.0	80.0	80.0	
Total Split (%)	8.3%	41.7%	41.7%	13.9%	47.2%		44.4%	44.4%	44.4%	44.4%	44.4%	_
Maximum Green (s)	9.5	69.5	69.5	19.5	795		74.5	74.5	74.5	74.5	74.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	-
All-Red Time (s)	2.0	20	20	20	2.0		2.0	2.0	2.0	2.0	2.0	
ost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	55	55	5.5	5 5	5 5		5.5	5.5	5.5	5.5	5.5	
_ead/Lag	Lead	Lag	Lag	Lead	Lag			19.19	4.9	0.0	did	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					-		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max		None	None	None	None	None	
Nalk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		110	11.0		11.0		110	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	_	0	0		0	-	0	0	0	0	0	
Act Effct Green (s)	77 9	69.5	69.5	96.5	82.6		72.5	72.5	72 5	72.5	72.5	-
Actuated g/C Ratio	0.43	0.39	0.39	0.54	0.46		0.40	0.40	0.40	0.40	0.40	
v/c Ratio	0.54	1.03	1.11	1.47	0.90		0.95	0.01	0.10	0.09	0.10	
Control Delay	44.3	80.7	95.0	270.3	51.5		69.6	31.2	5.2	33.1	30.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	44.3	80.7	95.0	270.3	51.5		69.6	31.2	5.2	33.1	30.9	
LOS	0	Ē	F	F	D		F	C	A	C	C.	-
Approach Delay		84.3		741	84.3			62.3	151	0	31.8	
Approach LOS		(P)			F			E			G	
Intersection Summiny	15-2	1					-	2.22				
Area Type	Other							100				1
Cycle Length: 180												
Actuated Cycle Length 18	0											1
Offset: 0 (0%), Referenced	to phase 2	EBTL an	d 6:WBT	L. Start o	f Green							
Natural Cycle: 130												
Control Type: Actuated-Co	ordinated											_
Maximum v/c Ratio 1 47						1.11						
ntersection Signal Delay: 7	79.7			Ir	tersection	LOS: E						
	ation 100.8	_			CU Level o							

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Lavon Tract TIA 05/12/2021 2031 Background PM IMR

2031 Background PM 2: Presidents Boulevard & Main Street

	_	_				_
Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	4			- 4	7	7
Traffic Vol, veh/h	522	144	35	283	106	29
Future Vol, veh/h	522	144	36	283	106	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length				-	0	0
Veh in Median Storage	# 0			0	0	
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	593	164	41	322	120	33

Major/Minor N	lapri	1	Major2		Minorf	1.00			-
Conflicting Flow All	0	0	757	0	1079	675		Ì	
Stage 1			=		675				
Stage 2	-	-	-		404	-			
Critical Hdwy			4.12		6.42	6.22			
Critical Hdwy Sig 1	-		-		5.42	-			
Critical Hdwy Stg 2					5 4 2				
Follow-up Hdwy	-		2.218	-	3.518				
Pot Cap-1 Maneuver	1	2 2	854			454			
Stage 1	•		-	-	506				
Stage 2	-	1			674				
Platoon blocked, %	-	-		- 16					
Mov Cap-1 Maneuver			854		228	454			
Mov Cap-2 Maneuver	-	-			228	-			
Stage 1					506				
Stage 2		-	-		635				
Approach	EB	S	WB	1	MB	12.01			
HCM Control Delay, s	0		11		32.1				
HCM LOS					D				
Minor Lase Major Mwm	h	NBENT	NBLDZ:	EBT	EBR	WEE	WBT		
Capacity (veh/h)		228	454	1.0	1	854	1		
HCM Lane V/C Ratio		0.528	0.073	-	-	0.048	-		
HCM Control Delay (s)		37/2	13 5			9.4	0		
HCM Lane LOS		E	В	-	-	A	A		
HCM 95th %tile Q(veh)		28	0.2			02	C		

Lavon Tract TIA 05/12/2021 2031 Background PM IMR

Synchro 10 Report Page 1

Lavon Tract TłA	2031 Background PM
HCM 6th TWSC	3: State Highway 205 & CR 485

ntersection							A DESCRIPTION OF A DESC
nt Delay, s/veh	278.3						
Aovemeni	WELL	WEEL	NET	NBR	SBL	SHI	The second s
ane Configurations	Y		4%			44	
Traffic Vol. veh/h	103	157	1025	176	109	1302	and the second
uture Vol. veh/h	103	157	1025	176	109	1302	
Conflicting Peds. #/hr		1	0	0	0	0	the second s
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	- Contraction	None		None		None	
Storage Length	0	-	-	-		-	
eh in Median Storage			0			0	
Grade, %	0		0	-		0	
Peak Hour Factor	99	99	99	99	99	99	
leavy Vehicles, %	2	2	99 2	99	99	99	
Avmit Flow	104	159				_	
WWITH MOW	104	128	1035	178	110	1315	
Augor Minor	Minist		Lajort		Maijot 2		
Conflicting Flow All	2002	607	0		1213	0	
Stage 1	1124	007	0	0	1215	U	
Stage 2	878						
Critical Hdwy	6 84	6.94			4 14		
Critical Howy Stg 1	5.84	0 94			24/214		
Critical Howy Stg 2	5.84			-			
		3.00	2	2	0.00		
Follow-up Hdwy	3.52	3.32	-	-		-	
Pot Cap-1 Maneuver	~ 52	439	1		571		
Stage 1	272	1	-	-	-	•	
Stage 2	367				1.1		
latoon blocked, %		_	-	-		-	
Nov Cap-1 Maneuver	~ 15	439	1.12		571		
lov Cap-2 Maneuver	~ 15	-	-	-			
Stage 1	272						
Stage 2	105	-	•	-		-	
and the second							
Vpproach	WB.		NB	-	SR	N. 6.	
ICM Control Delay, \$	3049 3		0		46		
HCM LOS	F						
Anor Lane Major Myn	el 👘	NET	NBRM	(ECn1	SBL	SBT	
Capacity (veh/h)				36	571		And the second se
ICM Lane V/C Ratio		-	-	7.295	0.193	-	
ICM Control Delay (s)			\$3	049 3	12.8	3.9	
ICM Lane LOS				F	В	A	
ICM 95th %tile Q(veh)	•		31.5	0.7		
AC IN					100		

Lavon Tract TIA 05/12/2021 2031 Background PM IMR

2031 Background PM 4: CR 484 & CR 485

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SHE
Lane Configurations	Y			ન	Te	
Traffic Vol veh/h	38	3	3	34	31	65
Future Vol, veh/h	38	3	3	34	31	65
Conflicting Peds. #/hr	0	0	0	0	0	-0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	12	None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage,	# 0			0	0	
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	46	4	4	41	37	78

Major/Minor	Minor2	2943, T	Major I	- 38 AT	Major2	
Conflicting Flow All	125	76	115	0	-	0
Stage 1	76	1.1	-			
Stage 2	49	-		-	-	-
Critical Hdwy	642	6.22	4.12			
Critical Hdwy Stg 1	5.42	-		+		-
Critical Hdwy Stg 2	542					
Follow-up Hdwy	3.518	3.318	2.218		-	
Pot Cap-1 Maneuver	870	985	1474			
Stage 1	947	-		21	-	-
Stage 2	973	1				
Platoon blocked, %				÷.	-	140
Mov Cap-1 Maneuver	867	985	1474			
Mov Cap-2 Maneuver	867	-	•	-	-	•
Stage 1	944					
Stage 2	973		-		-	
Approach	EB		補助	1	38	
HCM Control Delay, s	9.4		0.6		0	
HCM LOS	A					
Minor Lane/Major Man	1	MOL	NOT	EBLAT	SBT	SBR
Capacity (veh/h)		1474		875		
		0.000		0.056	_	
HCM Lane V/C Ratio		0.002		0.000		
		0.002	0	9.4		
HCM Lane V/C Ratio HCM Contro! Delay (s) HCM Lane LOS	i.				-	-

Lavon Tract TIA	05/12/2021	2031	Background PM
IMR			-

Synchro 10 Report Page 3

Lavon Tract TIA	2031 Background PM
HCM 6th TWSC	5: CR 483 & State Highway 205
2	

Conflicting Flow Al!	10 10 0 Stop - 0 e, # 0 0 92 2 11	WBR 10 10 0 Stop None - - - - 92 2 11	NBT 1164 1164 1164 0 Free 0 0 92 2 1265	NTH 10 10 0 Free None - 92 2	58L 10 10 0 Free	1384 1384 0 Free None 0 0
Movement Lane Configurations Traffic Vol. veh/h Future Vol. veh/h Conflicting Peds. #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Mage/Mmta Conflicting Flow All	Wei 10 10 0 Stop 0 e. # 0 0 92 2 11	10 10 0 Stop None 	1154 1154 1154 0 Free 0 0 92 2	10 10 0 Free None 92	10 10 0 Free	1384 1384 1384 0 Free None 0 0
Lane Configurations Traffic Vol. veh/h Future Vol. veh/h Conflicting Peds. #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Mager/Minita Conflicting Flow All	10 10 0 Stop - 0 e, # 0 0 92 2 11	10 10 0 Stop None 	1154 1154 1154 0 Free 0 0 92 2	10 10 0 Free None 92	10 10 0 Free	1384 1384 1384 0 Free None
Traffic Vol. veh/h Future Vol. veh/h Future Vol. veh/h Conflicting Peds. #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Mager/Mms Conflicting Flow Alt	10 10 0 Stop - 0 e, # 0 0 92 2 11	10 0 Stop None 	1154 1154 0 Free 0 0 92 2	10 0 Free None	10 0 Free	1384 1384 0 Free None 0 0
Future Vol, veh/h Conflicting Peds. #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Magor/Mmc Conflicting Flow Al!	10 3 Stop - 0 e, # 0 0 92 2 11	10 0 Stop None 	1154 0 Free 0 0 92 2	10 0 Free None	10 0 Free	1384 0 Free None 0 0
Conflicting Peds. #hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Magor/Mmc Conflicting Flow Alt	0 Stop 0 e. # 0 0 92 2 11	0 Stop None 	0 Free 0 0 92 2	0 Free None	0 Free	0 Free None 0 0
Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Mager/Mmc Conflicting Flow Alt	Stop 0 e. # 0 0 92 2 11	Stop None 92 2	Free 0 0 92 2	Free None -	Free	Free None 0 0
RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Mager/Mms Conflicting Flow Alt	0 e.# 0 92 2 11	None 92 2	0 0 92 2	None - - 92	-	None 0 0
Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Mager/Minis Conflicting Flow All	e. # 0 0 92 2 11	92 2	0 92 2	92		0
Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Magor/Min. Conflicting Flow Al!	e. # 0 0 92 2 11	92 2	0 92 2	92		0
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Magor/Mmc Conflicting Flow Al!	0 92 2 11	92 2	0 92 2	92		0
Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Mine Conflicting Flow Al!	92 2 11	92 2	92 2	92		
Heavy Vehicles, % Mvmt Flow Major/Mine Conflicting Flow Al!	2 11	2	2		.92	
Mvmt Flow Major/Mines Conflicting Flow All	11			2		:92
Major/Mine Conflicting Flow All		11	1265		2	2
Conflicting Flow Al!	and the second se			11	11	1504
Conflicting Flow Al!	a general de					
Conflicting Flow Al!			and the second			_
	Minori		Majort		#88012	
	2045	638	0	0	1276	0
Stage 1	1271					
Stage 2	774	14		-	-	
Critical Hdwy	6 84	6.94			4 14	
Critical Hdwy Stg 1	5.84	0.4	-	-	-	-
Critical Hdwy Stg 2	5 84		1.21		1	
Follow-up Hdwy	3.52	3.32	-		2.22	1.4
Pot Cap-1 Maneuver	49	419			540	
Stage 1	227				OLD PL.	
Stage 2	415			_	_	
Platoon blocked, %	4(3		-			
	-40		-		1.01.00.001	•
Mov Cap 1 Maneuver	43	419			-	
Mov Cap-2 Maneuver	43		-	-	-	-
Stage 1	227					
Stage 2	364	-	-	-	-	-
Approach	WB	-	北部	1	SB	-
HCM Control Delay, s			0		0.8	
HCM LOS	F		M		0.0	
HUM LOS	1	-	_			
		1000	NERY		CUL	SRI
Minor Lan#/Mujoi Mvi	11	NBT	THESE		SHU	
Capacity (veh/h)				78	540	1.5
HCM Lane V/C Ratio	_	•	-	0.279	0.02	
HCM Control Delay (s				68.1	11.8	0.7
HCM Lane LOS		-	1.0	F	В	Α
HCM 95th %tile Q(veh)			1	0.1	

Lavon Tract TIA 05/12/2021 2031 Background PM IMR

Kimley *W* Horn

Synchro[™] Output - 2031 Background Plus Site Traffic

kimley-hom.com 13455 Noel Road, Two Galleria Office Tower, Suite 700, Dallas, TX 75240 972 770 1300

Intersection			SEL C			1500	haver.	12.		100		
Intersection Delay, s/veh	10.9											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		41			ৰাচ			4			4	_
Traffic Vol, veh/h	43	103	22	0	359	0	71	15	0	17	36	135
Future Vol, veh/h	43	103	22	0	359	0	71	15	0	17	36	135
Peak Hour Factor	0.74	0.74	0 74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	139	30	0	485	0	96	20	0	23	49	182
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Approach	EB		ر ب ب		WB		NB	1913	an R	SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	2				2		1			1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				1		2			2		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		2			2		
HCM Control Delay	10.6				10.6		10.9			11.8		
HCM LOS	В			1.11	В		В			В		
Lane	-	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1			18 C M	1015	-
Vol Left, %		83%	46%	0%	0%	0%	9%			_		

Lane	NBLM	EBLn1	EBL n2	WBLn1	WBLn2	SBL11	
Vol Left, %	83%	46%	0%	0%	0%	9%	
Vol Thru, %	17%	54%	70%	100%	100%	19%	
Vol Right, %	0%	0%	30%	0%	0%	72%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	86	95	74	180	180	188	
LT Vol	71	43	0	0	0	17	
Through Vol	15	52	52	180	180	36	
RT Vol	0	0	22	0	0	135	
Lane Flow Rate	116	128	99	243	243	254	
Geometry Grp	2	7	7	7	7	2	
Degree of Util (X)	0.202	0.229	0.166	0.402	0.283	0.382	
Departure Headway (Hd)	6.245	6.449	6.004	5.965	4.205	5.407	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	
Сар	573	556	595	602	849	663	
Service Time	4.308	4.207	3.762	3.715	1.954	3.459	
HCM Lane V/C Ratio	0.202	0.23	0.166	0.404	0.286	0.383	
HCM Control Delay	10.9	11.1	10	12.7	8.6	11.8	
HCM Lane LOS	В	В	A	В	A	В	
HCM 95th-tile Q	0.7	0.9	0.6	1.9	1.2	1.8	

Lane Configurations HT HT <th></th> <th>×</th> <th></th> <th>~</th> <th>1</th> <th>-</th> <th>*</th> <th>1</th> <th>1</th> <th>1</th> <th>1</th> <th>1</th> <th>1</th>		×		~	1	-	*	1	1	1	1	1	1
Lane Configurations Image Conf	cape (Smon	FRI	FRE	FHR	WEU	WBT	WBR	NBI	NEU	NRR	SBE	SBI	SER
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		P			N.								
Future Volume (vph) 24 887 552 257 1006 0 1220 6 6 77 72 4 Ideal Flow (vphp) 1900		24			257		0			65			15
$\begin{array}{c c c c c c c c c c c c c c c c c c c $													15
Storage Langs 1 1 1 0 0 150 0 Storage Langs 1 1 1 0 2 1													1900
Storage Lanes 1 1 1 1 0 2 1 1 Tape Length (ft) 25			1000			1000			1000			1900	(
Tape Length (ft) 25 26 25 25 25 Lane Uli Factor 100 0.91 0.91 0.91 0.97 100 </td <td></td> <td></td> <td></td> <td></td> <td>100</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td>10</td>					100						1		10
Lane Util Factor 1 00 0.91 1 00 1.00 <th1.00< th=""> 1.00 1.00</th1.00<>					25	-	H				25		
Print 0.850 0.950 0.950 0.950 0.950 FIR Protected 0.950 0.950 0.950 0.950 0.950 Sald, Flow (port) 1770 505 1583 1770 505 0.3433 1863 1583 1770 1757 FIL Permitied 0.223 0.184 0.730 0.753 1767 777 Sald, Flow (pert) 1770 505 1583 343 0.2638 1863 1583 1403 1767 Sald, Flow (prot) 300 115 31.8 340.0 82 16 Link Speed (mph) 30 50 42.34 22.41 368 Travel Time (s) 11.5 31.8 340.0 84 30 1326 7 71 29 20.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92			0.01	1.00		0.01	0.01		1.00	1.00		1.00	1.00
The Protected 0 950 950 950 950 950 950 950 950 950 950 950 950 950		1.00	0.51		0.00	0.71	0.31	0.51	100		1.10		1.00
Satd. Flow (prot) 1770 5085 1583 1770 5085 0 3433 1863 1563 1770 1757 FIL Permitted 0.223 0.184 0.730 0.730 0.753 0.753 Righ Turn on Red Yet		0.050		0.030	0.050			0.050		0.000	0.050	0.545	_
Fill Permitted 0 223 0 184 0 730 0 753 Sald, Flow (perm) 415 5085 1583 343 5085 0 2638 1583 1403 1767 Right Turm on Red Yes Y	Contraction of the second s		roor	4500		c005	0		1000	4500		1757	C
Satd. Flow (perm) 415 5085 1583 343 5085 0 2538 1683 1583 1403 1767 Right Turn on Red Yes Yes Yes Yes Yes Yes Yes Yes Satd. Flow (RTOR) 30 50 45 30 30 16 30 16 30 16 30 16 30 16 30 2334 2241 368 368 7 71 29 0.92			5085	1203		5005	U		1003	1003		1/0/	,
Right Turn on Rad Yes			C005	4500		FORE	6	12100000000	4000	4502		4767	0
Bath. Flow (RTOR) 498 82 16 Link Speed (inph) 30 50 45 30 Link Distance (if) 506 2334 2241 368 Travel Time (s) 115 318 340 84 Peak Hour Factor 0.92		415	5085		343	5085	-	2038	1863		1403	1/5/	0.7
Link Speed (mph) 30 50 45 30 Link Distance (ft) 506 2334 2241 368 Travel Time (s) 115 318 340 84 Peak Hour Factor 0.92							Yes					10	Yes
				498				_		82			
Travel Time (s) 11.5 31.8 34.0 8.4 Peak Hour Factor 0.92													
Peak Hour Factor 0.92											_		
Adj. Flow (vph) 26 964 600 279 1093 0 1326 7 71 29 26 Shared Lane Traffic (%) Lane Group Flow (vph) 26 964 600 279 1093 0 1326 7 71 29 26 Enter Blocked Intersection No No <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Lane Group Flow (vph) 26 964 600 279 1093 0 1326 7 71 29 42 Enter Blocked Intersection No		26	964	600	279	1093	0	1326	7	71	29	26	36
Enter Blocked Intersection No No <th< td=""><td></td><td></td><td></td><td></td><td>_</td><td></td><td></td><td>_</td><td></td><td></td><td></td><td></td><td></td></th<>					_			_					
Lane Alignment Left Left Right							_						1
Median Widh(fit) 12 12 24 24 24 Link Offset(fit) 0	Enter Blocked Intersection												No
Link Offsel(ft) 0 0 0 0 0 0 Crosswalk Width(ft) 16 16 16 16 16 16 Two way Left Turn Lane Headway Factor 1.00 1.0	Lane Alignment	left		Right	Left		Right	Left		Right	Left		Right
Crosswalk Width(ft) 16 16 16 16 16 Two way Left Turn Lane Headway Factor 1.00	Median Width(ft)												
Two way Left Turn Lane Headway Factor 1.00	Link Offset(ft)												
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Crosswalk Width(ft)		16			16			16			16	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Two way Left Turn Lane												
Timing Operation 1 2 1 <th1< th=""> 2 1</th1<>	Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Turning Speed (mph)	15		9	15		9	-15		9	15		ç
Leading Detector (ft) 20 100 20 20 100 20 20 100 20 20 100 20 20 100 20 20 100 20 20 100 20 20 100 20 20 100 20 20 100 20 20 100 20 20 100 20 20 100 20 20 100 20 20 0		1	2	1	1	2		1	2	1	1	2	
Trailing Detector (ft) 0	Detector Template	Left	Thru	Right	Left	Thru		Ueft	Thru	Right	Left	Thru	
Trailing Detector (ft) 0	Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Detector 1 Position(ft) 0		0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft) 20 6 20 20 6 20 6 20 6 20 6 20 6 20 6 20 6 20 6 20 6 20 6 20 6 20 6 20 6 20 6 20 6 20 6 20 6 20 6 20 20 6 20 20 6 20 20 6 20 20 6 20 20 6 20 20 6 20 20 6 20 20 6 20 20 6 20 20 6 20 20 6 20 20 6 20 20 6 20 20 6 20 20 0 20 0 20 0 20 0 20 20 20 20 20 20 20 20 20 20 20 20<		0		0	Ó	0		0	0	0	0	0	
Detector 1 Type CI+Ex		20	6		20	6		20	6	20	20	6	
Detector 1 Channel Detector 1 Channel Detector 1 Extend (s) 0.0						CI+Ex	_	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Extend (s) 0.0		or an	or an	Q1. mit	or en	UT EA	12.00						
Detector 1 Queue (s) 0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Detay (s) 0.0							_						
Detector 2 Position(ft) 94 94 94 94 94 Detector 2 Size(ft) 6 6 6 6 6 Detector 2 Size(ft) 6 6 6 6 6 Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex Detector 2 Channel 0 0 0 0 0 0 Turn Type pm+pt NA Perm NA Perm NA Protected Phases 5 2 1 6 4 8													
Detector 2 Size(ft) 6 6 6 6 6 Detector 2 Type CI+Ex CI+Ex <td< td=""><td></td><td>0.0</td><td></td><td>0.0</td><td>0.0</td><td></td><td></td><td>0.0</td><td></td><td>0.0</td><td>0.0</td><td></td><td></td></td<>		0.0		0.0	0.0			0.0		0.0	0.0		
Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex Detector 2 Channel 0													
Detector 2 Channel 0.0													
Detector 2 Extend (s) 0.0 0.0 0.0 0.0 Turn Type pm+pt NA Perm NA Perm NA Protected Phases 5 2 1 6 4 8			OPLA			SURVE			Contraction of the			COLUMN -	
Tum Type pm+pt NA Perm pm+pt NA Perm NA Perm NA Perm NA Protected Phases 5 2 1 5 4 8			0.0			0.0	-		0.0			0.0	
Protected Phases 5 2 1 6 4 8		n na 1 m ⁴		Dom	nm i ri			Domt		Dom	Dom		
				Pein	pm+pt			Peliñ		Petth	Penn		
	PIDIECIED Phases	120	2		100	10.			19			0	

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

Synchro 10 Report Page 1

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Lane Group	EBL	EBT	EBR	WE	WEI	WBP	NBL	NBT	MBR	SBL	SBT	SBR
Detector Phase	.6	2	2	1	6		4	4	4	8	8	
Switch Phase										Ť		
Minimum Initial (s)	50	5.0	5.0	5.0	50		50	50	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	23.5	23.5		23.5	23.5	23.5	23.5	23.5	
Total Split (s)	15.0	750	75.0	25.0	85.0		80.0	80.0	80.0	80.0	80.0	
Total Split (%)	8.3%	41.7%	41.7%	13.9%	47.2%		44.4%	44.4%	44.4%	44.4%	44.4%	
Maximum Green (s)	9.5	69.5	69.5	19.5	79.5		74.5	74.5	74.5	74.5	74.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	_	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	20	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	55	5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		18.182		1010	1.10	.0.01	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C Max		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		110	01190		11.0		110	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	76.9	701	70 1	94 5	86.8		74.5	74.5	74.5	74.5	74.5	
Actuated g/C Ratio	0.43	0.39	0.39	0.52	0.48		0.41	0.41	0.41	0.41	0.41	
v/c Ratio	0.11	0.49	0 65	0.85	0.45		1.22	0.01	0,10	0.05	0.06	-
Control Delay	22.8	42.5	11.0	48.1	32.2		149.9	31.2	4.4	32.1	21.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	22.8	42.5	11.0	48.1	32.2		149.9	31.2	4.4	32.1	21.5	
LOS	6	D	B	D	C	-	F	C	A	6	C	
Approach Delay		30.3			35.4			142.0			25.8	
Approach LOS		C			D			F			C	
Intersection Stammary	ci (rije				U.F.X	1			-	-		_
Area Type	Other						-	-		-	_	
Cycle Length: 180								_			_	
Actuated Cycle Length. 18	0	-										
Offset: 0 (0%), Referenced		EBTL ar	d 6.WBT	1. Start o	f Green							
Natural Cycle 110				LI OTOIT G	- Orbain							
Control Type: Actuated-Co	ordinated					_						
Maximum v/c Ratio 1.22			-									
Intersection Signal Delay:	67.2			i	tersection	LOS F						
Intersection Capacity Utiliz		(U Level			_				

Splits and Phases: 1: State Highway 205 & State Highway 78

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1 as 17 a (a)	1 Jages
No. 1 Manual Contraction of the local division of the local divisi	

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

2031 Background+Site AM 2: Presidents Boulevard & Main Street

Int Delay, s/veh	174.5							
Movement	EBI	EBR	WBE	WBT	NBL	NBR		-
Lane Configurations	1	EGIN	WEDE:	a	THEFT	AND IT		
Traffic Vol veh/h	132	197	155	539	278	186		
Future Vol. veh/h	132	197	155	539	278	186		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop			
RT Channelized	1100	None	1166	None	Stup .	None		
Storage Length		TAOLIG		NODE	0	0		
Veh in Median Storage	# 0			0	0	v		
Grade, %	0	-		D	0			
Peak Hour Factor	80	80	80	80	80	80		
Heavy Vehicles, %	2	2	2	2	2	2		
Mymt Flow	165	_	194	674	348	233		
	10.7	and a	terft	107.0	0.00	everal.		
All some life of the second			204-010	-	Children and Child	-		
	Aajor1		Major 2		Million 1			
Conflicting Flow All	0	0	411		1350	288		
Stage 1	-		-	-	288			
Stage 2	-		E 40	-	1062	10.00		
Critical Hdwy			4,12		6.42	6-22		
Critical Hdwy Stg 1	-		-		5.42	-		
Critical Howy Stg 2	- 8		0.040	10	5.42	0.040		
Follow-up Hdwy	-	1	2.218	-	3.518			
Pot Cap-1 Maneuver	1		TRAIL TOP I	1.2	-165	751		
Stage 1	-				761	•		
Stage 2			1	12	~ 332			
Platoon blocked, %	-		a lata dat		(0)			
Mov Cap-1 Maneuver			1148		~ 121	751		
Mov Cap-2 Maneuver		-	•		~ 121			
Stage 1	-				761	- 24		
Slage 2	2.41		-	-	~ 242			
Approach	EB		WB	1.40	NB		1	
HCM Control Delay, s	0	-	2	5	555 3			
HCM LOS					F			
Martine and American Street of Con-			and the second	TOT	EBR	No.	WBT	
Minor Lanel Major Mvm	-	VBLa1A		EBT	-	WEL	MD1	
Capacity (veh/h)		121	751	4	- 14	1148		
HCM Lane V/C Ratio		2.872	0.31			0.169		
HCM Control Delay (s)	S	920.5	11.9			8,8	0	
HCM Lane LOS		F	B	-		A	A	
HCM 95th %tile Q(veh)		32.3	13			0.6		
Notes							A contractor	

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

Synchro 10 Report Page 1

Lavon Tract TIA	2031 Background+Site AM
HCM 6th TWSC	3: State Highway 205 & CR 485

Int Delay, s/veh	230									
kovemeni	WEL	WER	UPT	MBR	SBL	SET			-	
ane Configurations	3	1	+1.			44		-	-	-
Traffic Vol. veh/h	286	320	1003	99	64	945				
Future Vol. veh/h	286	320	1003	99	64	945				
Conflicting Peds, #/hr	0.	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free		Free				
RT Channelized		None	1100	None	1100	None				
Storage Length	0	0		-						
Veh in Median Storage			0		-	0		_		
Grade, %	0	-	0			0				
Peak Hour Factor	94	94	94	94	94	94				
Heavy Vehicles, %	2	2	2	2	2	2				
Mymt Flow	304	340	1067	105	68	1005	-			
		510	1007	10.7	100	10030				
Major/Misioi	Minort		Najort	-	Viajo12	-		-		
Conflicting Flow All	1759	586				P	-	-	-	
Stage 1	1120	080	0	0	1172	0		-		
Stage 2	639				3					
Critical Hdwy	6 84	6.94	3	-	4 14	-	-			
Critical Hdwy Stg 1	5.84				111111111					
Critical Hdwy Stg 2	5.84				•	-				
Follow-up Hdwy	3.52	2.20			9.00					
		3.32	-		2.22	-	_			
Pot Cap-1 Maneuver	~ 76	454			592	1.1				
Stage 1	~ 274	•	-	24	-	-	_	_	_	
Stage 2	488	•		12.15	10	1.1	1.1			
Platoon blocked, %		40.0	-	-		-	_	_		
Mov Cap-1 Maneuver	~ 56	454	-	7	592	- 1				
Mov Cap-2 Maneuver	~ 56	-	- 20	- 22			_		_	
Stage 1	~ 274		10		4	1.25				
Stage 2	361	-	-	-		-	_			
Approach	WB		NB	-	SB		-			
HCM Control Delay.\$s	027 5		0		21					
HCM LOS	F									
Minor Lane/Major Mim	1	NBT	NRRW	VELATV	VER in?	SAL	381	(Mer)		
Capacity (veh/h)		-		56	454	592			-	
HCM Lane V/C Ratio	_	- 2		5,433	0.75	0.115				
HCM Control Delay (s)				140.1	33.1	119	1.4			
HCM Lane LOS	-			F	D	B	A			
HCM 95th %tile Q(vehi)			34.4	62	0.4				
							-	_	_	
 Volume exceeds car 		\$ De	_							

Lavon Tract TIA 05/07/2021 2031 Background+Sile AM IMR

2026 Background+Site AM 5: CR 483 & State Highway 205

Intersection Int Delay, s/veh 0.7 Movement WEL WER NET NER SEL SET Lane Configurations Traffic Vol. veh/h Y 7 1006 \$+ 24 869 12
 Future Vol, veh/h
 24
 7
 869
 12
 7
 1006

 Conflicting Peds, #/hr
 0
 0
 0
 0
 0
 0
 0
 Sign Control Stop Stop Free Free Free Free None None None RT Channelized Storage Length 0 -. . . Veh in Median Storage. # 0 0 0
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 2< Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow

Major/Minor	Minor 1	1	Major 1		Majori.	
Conflicting Flow All	1515	952	0	0		0
Stage 1	952			•	•	
Stage 2	563	-	1540		-	-
Critical Howy	0.63	6.23			4.13	14
Critical Hdwy Stg 1	5.43	-		-	-	-
Cntical Hdwy Stg 2	5.83					
Follow-up Hdwy		3.319	-	-	2.219	
Pot Cap-1 Maneuver	120	314			716	
Stage 1	374	-	-	-	-	-
Stage 2	535			-	10	
Platoon blocked, %	_		(*)			*
Mov Cap-1 Maneuver	117	334			716	
Mov Cap-2 Maneuver	117	-	•	-	-	
Stage 1	374				- et	-
Stage 2	520	-		-	-	
Approach	WB		NB		SB	
HCM Control Delay, 5	40		0		0.2	
HCM LOS	Ε					
Minor Lane/Major Mvn	1	NET	NBRW	LAT	SBL	SHI
Capacity (veh/h)				136	716	
HCM Lane V/C Ratio		-		0.248		
HCM Control Delay (s)				40	10.1	01
HCM Lane LOS			14	E	B	Α
HCM 95th %tile Q(veh)			09	0	

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

Synchro 10 Report Page 3

Lavon Tract TIA	2026 Background+Site AM
HCM 6th TWSC	9: Drive 1 & CR 485

Int Delay, s/veh	1			-	-	
Movement	EBI	top	WBL	WBT	INBL-	MBR
		In the second	WEL			MEH
Lane Configurations	41	-	-	-14	Y	
Traffic Vol. veh/h	91	段	6	595	53	0
Future Vol, veh/h	91	12	6	595	53	0
Conflicting Peds. #/hr	0	0	0		0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None	-	None
Storage Length				-	0	-
Veh in Median Storage.	# 0	5	- 22	0	0	
Grade, %	0				0	
Peak Hour Factor	92		92	92	92	92
Heavy Vehicles, %	2		2			
					2	2
Mvmt Flow	99	13	T.	647	58	0
Мархлинии М	fajořt	8	Major?	1	Amort	
Conflicting Flow All	0	0	112	0	444	56
Stage 1			1 14	, i	106	55
Stage 2			-		338	
Critical Hdwy		-	4 14		6 84	6.94
Critical Hdwy Stg 1			Contraction of	-		0.94
	-	1.85	-		5.84	-
Critical Hdwy Stg 2			-	11	5.84	0
Follow-up Hdwy	-	. * :	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	1	-	1475		0.14	999
Stage 1	-	1.	21	-	907	-
Stage 2	14				694	
Platoon blocked. %	-	240				
Mov Cap-1 Maneuver			1475		538	999
Mov Cap-2 Maneuver	-		-		538	-
Stage 1	_	-		-	907	
Stage 2	- 3				689	1.0
Stage 2	-	10.00	-	-	699	•
Approach	E8		WB		NB	
HCM Control Delay, s	0		0.1		12.5	
HCM LOS	18	_			В	
IOM LOO						
	-			-	146.00	
Moor Lane/Major Myrnt	1	NEED	EBT	EBR	WEL	WBT
Capacity (veh/h)		538	1		1475	1.14
		0.107		-	0.004	-
HCM Lane V/C Ratio						
					7.5	Û.
HCM Lane V/C Ratio HCM Control Delay (s) HCM Lane LOS		12.5		ΠE	7.5	0. A
				18	7.5 A 0	0 A

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

2026 Background+Site AM 10: CR 484 & Drive 2

Mersenten:		100		-	-	_	-	-	-		_	-
Int Delay, s/veh	5.3					_		_				
Movement	EBL	EBT	EBR	WEL	WEI	WBR	NBL	MBT	NBR	SEL	SBT	SER
Lane Configurations		4			s)			4			-	
Traffic Vol. veh/h	18	0	7	11	.0	53	2	13	4	18:	48	6
Future Vol, veh/h	18	0	7	11	0	53	2	13	4	18	48	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	Ű
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None			None			None		•	None
Storage Length			-	-	-	-	-	-	-	-	-	
Veh in Median Storage	. # .	0		-	0			.0	- 22		0	2
Grade, %	-	0	-	-	0	-	-	0	(a)		0	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mym1 Flow	20	0	8	12	0	58	2	14	- 4	20	52	- 7
Maion/Minor	Vinor2			Minori	-	-	Maiori		- 1	Amonth		1
Conflicting Flow All	145	118	56	120	119	16	59	0	0	18	0	0
Stage 1	96	96	50	20	20	10	13	J	U	10	0	U
Stage 2	90 49	90	-	100	99	-						
Critical Hdwy	7 12	6.52	6.22	7 12	6.52	6 22	4:12	-	-	4.12	2	-
Critical Hdwy Stg 1	6.12	5.52	0.22	6.12	5.52	0 22	4.12	-		7.12		
Critical Howy Stg 1	6.12	5.52		6 12	5.52	-			-	-		
Follow-up Hdwy	3.518	4.018		3.518	4.018	3.318	2 21R			2.218		-
Pot Cap-1 Maneuver	824	4.010	1011	855	771	1063	1545	-		1599	-	- 1
Stage 1	911	815	1011	999	879	1003	1040			(And see 1	-	_
Stage 2	964	877	-	906	813	-	-		-		-	-
Platoon blocked, %	904	011		200	015					-		-
Mov Cap-1 Maneuver	771	761	1011	840	760	1063	1545	-		1599		
Mov Cap-1 Maneuver	771	761	- 1011	840	760	1005	19969			1.129		
	910	804		998	878	-	-		-		-	
Stage 1		804		887	802							
Stage 2	911	0/0		00/	0U2		-	-				
	1200	-	-	10.00	-	_	NB	-		58	-	-
Approach	EB			WE		_		-				
HCM Control Delay 5	9.5			8.8			0.8			1.8		
HCM LOS	A			A							-	
		-						-	Dent	_		-
Minor Lane/Major Mon	1	NUL	NOT	NER	EKIN		5BL 1599	SBT	SER	_	_	
Capacity (veh/h)		1545			826	1017			- 4			
HCM Lane V/C Ratio	_	0.001	-			0.068	0.012		-	_		
HCM Control Delay (s)		7/3	0	(2	510	8.8	7.3	0				
HCM Lane LOS		A	A	•	A	A	A	A	-			
HCM 95th %tile Q(veh)	Ð			01	0.2	0					

 Lavon Tract TIA
 2026 Background+Site AM

 HCM 6th TWSC
 11: CR 484 & Drive 3

Intersection				199	-					
Int Delay, s/veh	2.4									
Movement	WBL	WBR	NBT	NER	SBI	SBT	1.1.1		100	-
Lane Configurations	Y		3.			च		-	-	
Traffic Vol. veh/h	35	0	43	6	6	66				
Future Vol, veh/h	35	0	43	6	6	66				
Conflicting Peds, #/hr	0	0	0	0	6	0.				
Sign Control	Stop	Stop	Free	Free	Free	Free				
RT Channelized		None		None		None				
Storage Length	0	-	-	-		-				
Veh in Median Storage			0			0				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	92	.92	92	92	92	92				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	38	0	- 47	7/	7	72				
MajuriMinor A	Amor 1	1	lajort		wajar?	10	7			
Conflicting Flow All	137	51	0	0	54	0	-	-	-	-
Stage 1	-51		100		-					
Stage 2	86									
Critical Hdwy	642	6.22		•	4 12					
Critical Hdwy Stg 1	5.42	-				-				
Critical Hdwy Stg 2	542		1	1 2	-					
Follow-up Hdwy	3.518	3.318	-		2.218					
Pot Cap-1 Maneuver	856	1017			1551					
Stage 1	971	-	-	2.		*				
Stage 2	937			•	•					
Platoon blocked, %			-						_	
Mov Cap-1 Maneuver	852	10打		-	1551					
Mov Cap-2 Maneuver	852	_	-	4		-				
Stage 1	971									
Stage 2	932		-	1	-					
Approarts	WB	1.1	NB	enitin	- 58					
HCM Control Delay, s	9.4		0		6.6					
HCM LOS	A				Sector 1					
	~								-	
Minor Lane/Major Mym	-	NET	NERV	VELat	SBL	SB1			-	
Capacity (veh/h)				852	1651					1
HCM Lane V/C Ratio			14	0.045		1				
HCM Control Delay (s)		14		94	7.3	0				
HCM Lane LOS				A	A	A				
HCM 95th %tile Q(veh)		_		0.1	0.					

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

Synchro 10 Report Page 5

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

2026 Background+Site AM 12: Drive 4 & CR 485

	_					_
Intersection	4.6				_	
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WET	NEL	NEE
Lane Configurations	4%			470	Y	
Traffic Vol. veh/h	29	18	0	307	53	0
Future Vol. veh/h	29	18	0	307	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None	-	None
Storage Length		-		-	0	-
Veh in Median Storage,	# 0			0	0	
Grade. %	0			0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymi Flow	32	20	0	334	58	0
MVML FIOW	32	20	U	3.34	00	U
	ajori		Aajor2		Amor	
Conflicting Flow All	0	0	52	0	209	26
Stage 1					42	
Stage 2	- 2	-	-	10	167	
Critical Hdwy			4.14		6.84	6.94
Critical Hdwy Stg 1				-	5.84	
Critical Hdwy Stg 2					5.84	
Follow-up Hdwv	14	-	2.22		3.52	3.32
Pot Cap-1 Maneuver			1552		760	1044
Stage 1	+		1332		975	1011
Stage 2		-	•	-	845	
		12			040	
Platoon blocked, %	-	-	N P P M	34	700	1011
Mov Cap-1 Maneuver			1552	-	760	1044
Mov Cap-2 Maneuver	-	-	-	•	760	-
Stage 1	- 2				975	
Stage 2	×	-	-		845	-
Approach	-EB	J	WB	121.0	748	
HCM Control Delay, s	0		0	_	10 1	
HCM LOS	U		м		B	
HUM LUS					D	_
Monte Laneid/Rijor Moint		BLM	EB.	EBH	WEL	WET
Capacity (veh/h)		760			1552	
HCM Lane V/C Ratio		0.076	- 24	-	-	
HCM Control Delay (s)		10.1			Ð	
HCM Lane LOS		В			A	
HCM 95th %tile Q(veh)		0.2			0	
Done while editori					- 19	- 10

Lavon Tract TIA	05/07/2021	2026	Background+Site AM
IMR			-

Synchro 10 Report Page 7

Lavon Tract TIA	2026 Background+Site AM
HCM 6th TWSC	13: CR 485 & Drive 5

Interrection		-	-	-	_	40.2
int Delay, s/veh	0.8					
Novement	EBL	EBT	WET	WER	SEL	SBR
Lane Configurations		41	4%	-	Y	
Traffic Vol. veh/h	6	23	289	2		18
Future Vol. veh/h	6	23	289	2	7	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channekzed	1166	None		None	aroh	None
Storage Length		None		INCLUZE	0	Lacute:
Veh in Median Storage		0	0	-	0	-
Grade, %	-	0	0		0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	25	3.14	2	8	20
Major/Maron N	tagori		Majorz		Amor2	
Conflicting Flow All	316	0	and a state of the local division of the loc	0	342	158
	310	U	-	U		158
Stage 1	- 2	-			315	- t.
Stage 2	-	-		•	27	-
Critical Hdwy	4.14				6.84	6.94
Critical Hdwy Stg 1		-	-	-	5.84	1
Critical Hdwy Stg 2	1		1		5.84	1.1
Follow-up Hdwy	2.22	(4	-	- 1	3.52	3.32
Pot Cap-1 Maneuver	1241				628	859
Stage 1		-			713	
Stage 2					992	-
Platoon blocked, %	-				4446.	
Mov Cap-1 Maneuver	1281			1 3	624	859
Mov Cap-2 Maneuver				-	624	039
		-	-			-
Stage 1					709	
Stage 2	-	-	1.6	-	992	•
Approact	E8		WE	-	88	
HCM Control Delay 5	16		0	-	9.8	
HCM LOS	- In M				A	
nom 200					n	
	_				_	_
Mino: Laos/Major Men		EBL	EBT	WBT	WEB	
Capacity (veh/h)		1241				777
HCM Lane V/C Ratio		0.005	-	-	-	0.035
HCM Control Delay (s)		7.9	0			9.8
HCM Lane LOS		A	A			A
HCM 95th %tile Q(veh)	-	0		_		0.1
now som while advent		M.				u 1

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

Lavon Tract	FIA
HCM 6th TW	SC

2026 Background+Site AM 14: Drive 6 & CR 485

intersection Int Delay, s/veh	4.8			_			_			_		
		1 all and the	- HIPPARA -	To Married	TANK	THE PARTY OF		Chieffe.	AUDID	er et i	21214	200
Movement	EBL	EBT	EBR	WEL	WBI	WBR	NBL.	NET	NBR	SBL	SBT	SBR
Lane Configurations		410			41			4			4	1.410.00
Traffic Vol. veh/h	42	51	12	2	131	0	35	Õ	1	0	0	125
Future Vol, veh/h	42	51	12	2	131	0	35	0	7	0	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0		0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized			None	-		None	-	•	Nase	•		None
Storage Length	-	-	-	1				•	-	-	-	-
Veh in Median Storage.	# -	0			0		-	0			0	-
Grade, %	-	0	-		0	-		0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mymt Flow	46	55	13	2	142	0	38	0	8	0	0	136
Major/Minor M	[HOT]			Aaior2			-			Annur2		
Conflicting Flow All	142	0	0	68	0	٥	229	300	34	266	306	71
Stage 1	112	, in the second se					154	154		146	146	
Slage 2					-		75	146		120	160	
Critical Hdwy	4 14			4.14			7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1				- Million			6.54	5.54	With a	6.54	5.54	Hort
Critical Hdwy Stg 2	C C						6.54	5.54		6 54	5.54	
Follow-up Hdwy	2.22			2.22			3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1438			1531	-		707	611	1032	665	606	977
	1400			1221			833	769	1032	842	775	5//
Stage 1 Stage 2	_		-		-		926	775		872	764	-
				1			920	115	-	012	104	
Platoon blocked, %		-	-	- Part all	-	-	603	590	1032	643	585	977
teres a sub-	1438	-		1531			593	590		643	585	977
Mov Cap-2 Maneuver	-	-	-	-	-	-	593	744		814	774	
Stage 1		4				4	806	774				
Stage 2	- 1		•			-	796	114		837	739	
	Pres	_	_	Care .		_			_	SE		
Approach	EB		_	WE			NB	_			_	
HCM Control Delay s	3			0.1			111			93		
HCM LOS	_	_				_	В			A		
V2NO-SMIRHOMAL BRANCH BRANCH	_		1.0440	-	eretita.	18144	ALC: N		nete la si			
Minor Lane/Major Mass		VEL.n1 638	EEL	EBT	EBR	WBL 1531	WBT	WER	977		_	
Capacity (veh/h)			1438	- 1	7		1					
HCM Lane V/C Ratio	_		0.032	-		0.001	-	-	0.139			
HCM Control Delay (s)		111	7.6	0			.0		93			
HCM Lane LOS		В	A	A	-	Α	A	-	A			
HCM 95th %tile Q(veh)		0.2	0.1			0			0.5			

Lavon Tract TIA 05/07/2021 2026 Background+Site AM

Synchro 10 Report Page 9

Lavon Tract TIA	2026 Background+Site AM
HCM 6th TWSC	15: Drive 7 & CR 485

Intersection						
Int Delay, s/veh	2.2					
Movement	EBI	FER	With	WBT	NBL	NBR
Lane Configurations	↑ Ъ	Leve)	1 Carte	41	Y	- MARKEN
Traffic Vol. veh/h	46	12	14	99	35	11
Future Vol. veh/h	46	12	4	99	35	11
Conflicting Peds, #/hr	40	12	0	0	0	0
Sign Control	Free	Free	Free			
	Free		Free	Free	Stop	Stop
RT Channelized	10	Nane	() () () () () () () () () ()	None		None
Storage Length		24			0	-
Veh in Median Storage		-	-	0	0	
Grade, %	0	-		0	0	
Peak Hour Factor	92	92	92		92	92
Heavy Vehicles, %	2		2	2	2	2
Mvmt Flow	50	13	14	108	38	12
Hauschtung	Najorf		fajor3		Vinor	-
Conflicting Flow All	0	0	63	0	119	32
Stage 1	1.1				57	12
Stage 2				-	62	-
Critical Hdwy	_		4 14		1000	6.94
Critical Hdwy Stg 1	-	1.0	-	-	5.84	-
Critical Hdwy Stg 2				-	584	-
Follow-up Hdwy		24	2,22	-	3.52	3.32
Pot Cap-1 Maneuver			1538		864	1035
Stage 1		7.45	-		959	-
Stage 2		-			-	
Platoon blocked, %				-	COMM.	
Mov Cap-1 Maneuver	-		1538		861	1035
Mov Cap-1 Maneuver	-		1000		861	Jupp
		-	-	-		-
Stage 1				·	959	14
Stage 2	-	-		-	950	-
Approach	E8	12-12	WB		NB.	-
HCM Control Delay, s	0		03	-	9.3	
HCM LOS	v		M.H.		A	
HOM LOG	_	_	_	-	A	
Minus Lane/Major Mutt		NBLot	EBT	EBR	WEL	WET
Capacity (veh/h)		897		110.	1538	
HCM Lane V/C Ratio		0.056			0.003	
HCM Control Delay (s)	1	9.3	5		7/3	0
HCM Lane LOS		A			A	A
		0.2	-			A
HCM 95th %tile Q(veh)	0.2			0	

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

Lavon Tract TIA	
HCM 6th TWSC	

2026 Background+Site AM 16: CR 483/Presidents Boulevard & Drive 8

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	1000		4	1	
Traffic Vol. veh/h	÷1	0	0	26	8	4
Future Vol. vet/h	11	0	0	26	8	4
Conflicting Peds, #/hr	0	0	0	20	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop		Fiee	None	Fiee	None
	0	None	-	None	-	wone
Storage Length		-		0	0	
Veh in Median Storage	e, # U D	1		0	0	
Grade, %		-	-			-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	0	28	9	- 14
Major/Minor	Minor2	- 1	Major1	Ì	Aajor2	
Conflicting Flow All	39	11	13	0		0
Stage 1	11					
Stage 2	28			-	-	
Critical Hdwy	6,42	6 22	4 12	12		
Critical Hdwy Stg 1	5.42	-	-	-		-
Critical Hdwy Stg 2	5.42					
Follow-up Hdwy		3.318	2 218		-	-
Pot Cap-1 Maneuver	973	1070	1605			
Stage 1	1012	-		-		
Stage 2	995					1.1.1.1
Platoon blocked, %	333	-				11.00
Mov Cap-1 Maneuver	973	1070	1606			
					- 14	1.00
Mov Cap-2 Maneuver	973	-		-		
Stage 1	1012					
Stage 2	995	÷		-	- 14	2.4.5
Approach	EB		NS:		SB	
HCM Control Delay,	8.7		Ö		Ú	
HCMLOS	A				1.11	
	~					
March 1 and 1 and 1	5. S	100	440.7.7		SBF	200
Musici Ludeo/Major May	1	NEL	1013	EELn1	001	SBR
Capacity (veh/h)		1606		973		-
HCM Lane V/C Ratio			-	0.012		-
HCM Control Delay (s)		0		8.7		4
HCM Lane LOS HCM 95th %tile Q(veh		A	×.	A	X	
		0		0		

Lavon Tract TIA 05/07/2021 2026 Background+Site AM IMR

Intersection	17 E							1.15		1.0.0		1.1
Intersection Delay, s/veh	12.1											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		412			412			4			də.	
Traffic Vol, veh/h	49	342	60	0	234	0	48	27	0	56	43	102
Future Vol, veh/h	49	342	60	0	234	0	48	27	0	56	43	102
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	412	72	0	282	0	58	33	0	67	52	123
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	C
Approach	EB			11.12	WB	2.00	NB	100		SB	32.61	
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	2				2		1			4		
Conflicting Approach Left	SB				NB		EB			WB		_
Conflicting Lanes Left	1				1		2			2		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		2			2		
HCM Control Delay	13.3				9.8		10.8			12.5		
HCM LOS	В				A		В			В		

Lane	NBLn1	EBLai	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	64%	22%	0%	0%	0%	28%
Vol Thru, %	36%	78%	74%	100%	100%	21%
Vol Right, %	0%	0%	26%	0%	0%	51%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	220	231	117	117	201
LT Vol	48	49	0	0	0	56
Through Vol	27	171	171	117	117	43
RT Vol	0	0	60	0	0	102
Lane Flow Rate	90	265	278	141	141	242
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.163	0.445	0.444	0.248	0.178	0.388
Departure Headway (Hd)	6.499	6.044	5.747	6.323	4.557	5.775
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Сар	549	594	626	567	782	622
Service Time	4.568	3.791	3.494	4.08	2.313	3.829
HCM Lane V/C Ratio	0 164	0.446	0 444	0.249	0.18	0.389
HCM Control Delay	10.8	13.6	13	11.2	8.3	12.5
HCM Lane LOS	В	В	В	В	A	В
HCM 95th-tile Q	0.6	2.3	2.3	1	0.6	1.8

	۶		~	1	-	A.	*	†	-	1	1	1
Lane Group	EBL	EBU	EB	WBL	WBF	東田市	ALEAL	NBT	NBR	SBL	SBT	L.ER
Lane Configurations	M	+++	1	No.	44%	113217	77	+	#	- JUDC	14	
Traffic Volume (vph)	49	1568	785	267	1511	0	831	5	88	37	46	2
Future Volume (vph)	49	1568	785	267	1511	0	831	5	88	37	46	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1980	1900	1900	1900	1900	1900
Storage Length (ft)	150	1500	200	150	1200	0	0	+000	150	0	1000	0
Storage Lanes	150		200	100		0	2	_	100	1		0
Taper Length (ft)	25		,	25			25			25		9
Lane Util, Factor	1.00	0.91	1.00	1 00	0.91	0.91	0.97	1:00	1.00	1.00	1.00	1.00
Frt	1.00	1.11	0.850	1.00	4.21	10.01	0.57	1,00	0.850	1.00	0.979	-1100
Fit Protected	0.950	-	0.000	0.950			0 950	_	0.000	0 950	0.979	-
	1770	5085	1583	1770	5085	0	3433	1863	1583	1770	1824	0
Satd. Flow (prot)	0 094	5005	1000	0 053	5005	0	0.719	1003	1000	0 754	1024	0
Fit Permitted	175	5085	1583	99	5085	0	2598	1863	1583	1405	1824	0
Satd. Flow (perm)	1/5	5085		99	2082		2098	1803		1405	1824	
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		100	401		100	_	_	14.0	96		5	
Link Speed (mph)		30		_	.50			45			30	
Link Distance (ft)		506			2334	_		2241	_		368	_
Travel Time (s)	0.00	11.5	0.00	0.00	31.8	0.00	0.00	34 0		0.00	84	0.00
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	1704	853	290	1642	0	903	5	96	40	50	8
Shared Lane Traffic (%)	-	1-01			10.40		0.00					_
Lane Group Flow (vph)	53	1704	853	290	1642	0	903	5	96	40	58	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Leff	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24		_	24	_
Link Offset(ft)		0			0		_	0			0	
Crosswalk Width(ft)		16			16			16	_		16	_
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Let	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CHEX			CHEX			CI+Ex :	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			- 4			8	
Permitted Phases	2		2	6			4		4	8		_

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

Synchro 10 Report Page 1

	×	-	\rightarrow	*	-	*	1	1	1	1	Į.	4
and Smup	ESI	EBT	ERR	WBL	WEST	WEAL	NBU	NIAT	NBR	Sal	SHT	SBR
Detector Phase	5	2	2	1	6		4	4	4	8	8	
Switch Phase											U U	
Minimum Initial (s)	5.0	50	5.0	5.0	5.0		50	50	5.0	50	50	
Ainimum Split (s)	10.5	23.5	23.5	23.5	23.5		23.5	23.5	23.5	23.5	23.5	
Total Split (s)	15.0	75 0	750	25.0	85.0		80.0	80.0	80.0	80.0	80.0	
fotal Split (%)	8.3%	41.7%	41.7%	13.9%	47.2%		44.4%	44.4%	44.4%	44.4%	44.4%	
Aaximum Green (s)	95	69.5	695	19.5	795		74.5	74.5	74.5	74.5	74.5	
(ellow Time (s)	3.5	3.5	3.5	3.5	3.5	_	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	20	2.0	2.0	20		2.0	2.0	2.0	2.0	2.0	
ost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
otal Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	
ead/Lag	Lead	Lag	Lag	Lead	Lag		0.0	19.18		- 7- M	9.9	
ead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
/ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode		C-Max	C-Max	None	C-Max	-	None	None	None	None	None	
Valk Time (s)		7.0	7.0	110110	7.0		7.0	7.0	7.0	7.0	7.0	_
lash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0	11.0	110	11.0	
Pedestrian Calls (#/hr)		0	0		0	-	0	0	0	0	0	
Act Effct Green (s)	77.4	69.5	69.5	100.0	88.9		69 0	69.0	69.0	69 0	69.0	-
Actuated g/C Ratio	0.43	0.39	0.39	0.56	0.49		0.38	0.38	0.38	0.38	0.38	
/c Ratio	0.37	0.87	1.00	1.01	0.45		0.91	0.01	0.14	0.07	0.08	
Control Delay	28.6	56.9	58.0	109.8	37.1		65.8	31.6	5.7	33.8	31.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	_
fotal Delay	28.6	56.9	58.0	109.8	37.1		65.8	31.6	5.7	33.8	31.0	
OS	0.0	E	E	103.0	0	-	60.0	C	A	33.0 C	31.0 C	
Approach Delay		56.7	100	-	48.0		L	59.9	B	U	32.1	
oproach LOS	1	F			40.0			03.5 E			32.1	
11 ····				-	U.	_		6	_	12-	. 8	
tersection Summary	Chil			-	_			-		_		
Area Type	Other											
Cycle Length: 180	00					_						
Actuated Cycle Length 1		COTI	1.0.14107	0. 1								
Offset: 0 (0%), Reference	ed to phase 2	CEBIL a	IQ P:MRI	L, Start o	t Green	_						_
Vatural Cycle: 110 Control Type: Actuated-C	Second Second Second											
			_	_					_			
laximum v/c Ratio: 1 01												
ntersection Signal Delay					tersection							
ntersection Capacity Util	lization 89 29	0		10	CU Level o	of Service	ŧΕ					
nalysis Period (min) 15												

✓ D1 → D2 (R)	- P04

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

2026 Background+Site PM 2: Presidents Boulevard & Main Street

Advension 3.5 Advension EBT EBR WBL WBT NBL NBR ame Configurations Image: Configurations	THE STRENGT STRENGT				-			_	_		
Anvensiti EBI EBR WBL WBL NBL NBR ane Configurations 136 51 221 96 36 inture Vol, veh/h 409 136 51 221 96 36 inture Vol, veh/h 409 136 51 221 96 36 inture Vol, veh/h 409 136 51 221 96 36 inture Vol, veh/h 409 136 51 221 96 36 inture Vol, veh/h 409 136 51 221 96 36 inture Vol, veh/h 409 136 51 221 96 36 intradian Storage, # 0 - 0 0 - 0 0 fehr in Median Storage, # 0 - 0 0 - - 0 0 feary Vehicles, % 2 2 2 2 2 2 2 2 2 Sta	Intersection		-	_	_			1.000	_		
ane Configurations 1 1 raffic Vol. veh/h 409 136 51 221 96 36 viture Vol. veh/h 409 136 51 221 96 36 viture Vol. veh/h 409 136 51 221 96 36 viture Vol. veh/h 409 136 51 221 96 36 viture Vol. veh/h 409 136 51 221 96 36 viture Vol. veh/h 409 136 51 221 96 36 viture Vol. veh/h 409 136 51 221 96 36 vitarge Length - - 0 0 - - 0 0 reak Hour Factor 88	Int Delay, s/veh	3.5									
Traffic Vol. veh/h 409 136 51 221 96 36 Jonnflicting Peds, #/hr 0 0 0 0 0 0 0 Jonnflicting Peds, #/hr 0 0 0 0 0 0 0 Sign Control Free Free Free Free Free None - None Kit Channelized None - - 0 0 - 0 0 Storage Length - - - 0 0 - - 0 0 Grade, % 0 - - 0 0 - - 0 0 Starge Length - - - 0 0 - - 0 0 - <	Movement	EBT	EBR	WEL	WEIT	MBL					
Value Vol, veh/h 409 136 51 221 96 36 Conflicting Peds, #//ir 0 0 0 0 0 0 0 0 Sign Control Free Free Free Free Stop Stop It Channelized None None None None None Veh in Median Storage, # 0 - 0 0 - Yeak Hour Factor 88 88 88 88 88 88 Vehicles, % 2 2 2 2 2 2 Vent Flow 465 155 58 251 109 41	Lane Configurations	ţ.			4	7	1				
Conflicting Peds, #/hr 0	Traffic Vol. veh/h	409	136	51	221	96	36				
Sign Control Free Free Free Free Stop Storage Length - - - 0 0 Grade Length - - - 0 0 Grade Length - - - 0 0 Grade Mur Factor 88 88 88 88 88 Beavy Vehicles, % 2 <td>Future Vol, veh/h</td> <td>409</td> <td>136</td> <td>51</td> <td>221</td> <td>96</td> <td>36</td> <td></td> <td></td> <td></td> <td></td>	Future Vol, veh/h	409	136	51	221	96	36				
CT Channelized None None None None Storage Length - - 0 0 Grade, % 0 - 0 0 Stade, % 2 2 2 2 2 Vehicles, % 2 2 2 2 2 Avmt Flow 465 155 56 251 109 41 Adapt Manori Majori Minori - - - - Conflicting Flow All 0 0 620 0 910 543 - Stage 1 - - 543 - - - - - Stage 1 - - 542 - - - - - Stage 1 - - 542 - - - - - - - - <td< td=""><td>Conflicting Peds, #/hr</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td><td></td><td></td><td></td></td<>	Conflicting Peds, #/hr	0	0	0	0	0	0				
Storage Length - - - 0 0 Veh in Median Storage, # 0 - 0 0 - Strade, % 0 - 0 0 - - Strade, % 0 - 0 0 - - - 0 0 - Strade, % 0 2	Sign Control	Free	Free	Free	Free	Stop	Stop				
Feh in Median Storage, # 0 - 0 0 Frade, % 0 - 0 0 - Feak Hour Factor 88 88 88 88 88 88 Feak Hour Factor 88 88 88 88 88 88 88 Feav Vehicles, % 2 3 <t< td=""><td>RT Channelized</td><td></td><td>None</td><td></td><td>None</td><td>-</td><td>None</td><td></td><td></td><td></td><td></td></t<>	RT Channelized		None		None	-	None				
reh in Median Storage, # 0 - - 0 0 rande, % 0 - - 0 0 - reak Hour Factor 88 88 88 88 88 88 88 feavy Vehicles, % 2 2 2 2 2 2 2 Avmt Flow 465 155 58 251 109 41 Ager/Minor Maget Maget Minert - - Conflicting Flow All 0 0 620 0 910 543 Stage 1 - - - 367 - - Chical Holwy - 4.12 - 642 6.22 - Collow-Up How Sig 1 - - - 5.42 - - Follow-Up How Yeig 1 - - - 5.62 - - Stage 1 - - 5.62 - - - 5.62 - - Stage 1 - - 5.62 - - - 5.6	Storage Length	-	-		-	0	0				
Brade, % 0 - 0 0 reak Hour Factor 88 88 88 88 reak Vahicles, % 2 2 2 2 Avmit Flow 465 155 58 251 109 41 Conflicting Flow All 0 0 620 0 910 543 Stage 1 543 543 - - 543 Stage 2 - - 367 - Chilcal Holwy Stg 1 - - 5.42 - Conflicting Howy Stg 2 5.42 - - - Chilcal Holwy Stg 1 - - 5.42 - Chilcal Holwy Stg 2 5.42 - - - Chilcal Holwy Stg 2 - 5.42 - - Childa Holwy Stg 2 - - 5.62 - Stage 1 - - 5.62 - Stage 1 - - - 6.82 - Stage 1 - - 6.82 - - Avo Cap-1 Maneuver 960 2.84 540 - Avo Cap-2 Maneuver - - 6.82 -		# 0	-		0	0					
Jeavy Vehicles, % 2 2 2 2 2 2 2 Avmt Flow 465 155 58 251 109 41 AaptrMinor Majort Majort Majort Minort Conflicting Flow All 0 0 620 0 910 543 Stage 1 543 - 543 - Stage 2 - - - 367 - Cintical Holwy - - 124 6.22 - Chical Holwy Stg 1 - - - 5.42 - Chical Holwy Stg 2 5.42 - - - Chical Holwy Stg 2 5.42 - - - Chical Holwy Stg 2 - - 5.42 - Chical Holwy Stg 2 - - 5.42 - Chical Holwy Stg 2 - - 5.42 - Stage 1 - - - 5.82 - Stage 2 - - - 2.24 - Alov Cap-1 Maneuver 960 2.84 540 - Alov Cap-2 Maneuver - - - 5.22 -	Grade, %		102	- 2	0	0	24				
Annu Flow 465 155 58 251 109 41 Ager Minor Major Major Minort Minort Conflicting Flow All 0 0 620 910 543 Stage 1 543 543 543 543 Stage 2 - - 5.42 - Chical Hdwy Stg 1 - - 5.42 - Chical Hdwy Stg 2 - - 5.42 - Chical Hdwy Stg 1 - - 5.42 - Chical Hdwy Stg 2 - - 5.82 - Stage 1 - - 2.84 -	Peak Hour Factor	88	88	88	88	88	88				
Avmin Flow 465 155 58 251 109 41 Ager Munor Majort Majort Major Majort Majort Majort Conflicting Flow All 0 0 620 910 543 Stage 1 543 Stage 1 543 543 543 543 543 543 Stage 2 - - 367 - 542 622 743 Ontical Holwy Stg 1 - - 5.42 - - 5.42 - - 5.42 - - 5.42 - - - 5.42 - - - 5.42 - </td <td>Heavy Vehicles, %</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td></td> <td></td> <td></td> <td></td>	Heavy Vehicles, %	2	2	2	2	2	2				
Aappr/Minor Majori Majoriz Minorit Conflicting Flow All 0 0 620 0 910 543 Stage 1 543 543 543 543 543 Stage 1 543 543 543 543 Stage 2 - - 367 - citical Howy Stg 1 - - 5.42 - citical Howy Stg 2 5.42 - - - colow-up Hdwy - 2.218 - 3.518 3.318 ot Cap-1 Maneuver 960 305 540 - Stage 2 - - 582 - Stage 1 - - 582 - Vaco Cap-1 Maneuver 960 284 540 - dox Cap-2 Maneuver - - 282 - - Stage 1 - - 582 - - Grow Cap-2 Maneuver - - 652	Mvmt Flow		155	58	251	109	41				
Conflicting Flow All 0 0 520 0 910 543 Stage 1 - - 543 -											
Conflicting Flow All 0 0 620 0 910 543 Stage 1 543 543 543 543 543 Stage 2 - - 367 - 543 Critical Hdwy 4.12 6.42 6.22 - Critical Hdwy Stg 1 - - 5.42 - Collow-up Hdwy - 2.218 3.518 3.318 - Vol Cap-1 Maneuver - 960 305 540 - - Ator Cap-1 Maneuver - 960 284 540 - - Ator Cap-1 Maneuver - 960 284 540 - - Ator Cap-2 Maneuver - - 284 -	Major/Minor M	laior1		Maior2	- P4	Imort		2	-		
Stage 1 543 Stage 2 - - 367 Citical Holwy 412 6.42 6.22 Citical Holwy Stg 1 - - 5.42 Citical Holwy Stg 2 5.42 - Colorant Holwy Stg 2 5.42 - Colorant Maneuver 960 305 540 Stage 1 - - 582 - Stage 2 - 701 - - Platon blocked, % - - - - Alov Cap-1 Maneuver 960 284 540 - Alov Cap-2 Maneuver - - 284 - Stage 1 - - 284 - - Stage 1 - - 582 - - Stage 1 - 562 - Stage 1 - - 652 - - - - - <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>543</td> <td></td> <td></td> <td></td> <td></td>							543				
Stage 2 - - - 367 - Chitical Holwy - - - 642 6.22 - Chitical Holwy Stg 1 - - - 5.42 - - Chitical Holwy Stg 2 - 5.42 - - - 5.42 - Chitical Holwy Stg 2 - 5.42 -		Ŭ									
Chitical Howy 4.12 6.42 6.22 Chitical Howy Sig 1 - - 5.42 Chitical Howy Sig 2 - 5.42 Chitical Howy Sig 1 - - Chitical Howy Sig 2 - 5.42 Chitical Howy Sig 1 - - Chitical Howy Sig 2 - 5.42 Collow-up Homy - 2.218 - Pol Cap-1 Maneuver 960 305 540 Stage 1 - - - Platoon blocked, % - - Alov Cap-1 Maneuver 960 284 540 Nov Cap-2 Maneuver - - 284 Stage 1 - - 652 Stage 1 - - 652 Stage 2 - - 652 Stage 1 - - 652 Stage 2 - - 652 Stage 2 - - 652 Stage 1 - - 652 Stage 2 - - 652 Stage 3 - - 652 Altor LOS C C											
Chilcal How Sig 1 - - 5.42 - Chilcal How Sig 2 5.42 - - Chilcal How Sig 2 5.42 - - Collow-up Hdwy - 2.218 3.518 3.318 OtC Cap-1 Maneuver 960 305 540 Stage 1 - - 582 - Stage 2 - 701 - Haton blocked, % - - - Aov Cap-2 Maneuver 960 284 540 Stage 1 - - 284 Stage 1 - - 284 Stage 1 - - 652 Stage 1 - - 652 Stage 1 - - 652 Stage 2 - - 652 Stage 2 - - 652 Stage 2 - - 652 Viprosch EB WB WB Cold Control Delay = 0 1.7 21.8 ICM Lane V/C Ratio 0.384 0.076 - 0.06 CMC Control Delay (s) 25.4 12.2 - 9 0 CM Lane V/C Ratio 0.384 0.0											
Chical Howy Sig 2 5.42 Collow-up Howy - 2.218 - 3.518 3.318 Yot Cap-1 Maneuver 960 305 540 Stage 1 - 5.62 - Stage 2 701 Platon blocked, % - Aov Cap-2 Maneuver 960 284 540 Stage 1 - 284 Stage 1 - 582 Stage 1 - 582 Stage 1 - 652 Stage 2 - 652 Stage 2 - 652 Stage 1 - 652 Stage 2 - 652 Stage 1 - 652 Stage 2 652 CM Control Delay = 0 17 CM LoS C Capacity (veh/h) 284 CAD = 60 CM Lane V/C Ratio 0.384 0.384 0.076 - 0.06 - 107 25.4 12 9 CM Lane LOS D B <td< td=""><td></td><td></td><td></td><td>0.696</td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td></td<>				0.696	-						
follow-up Hdwy - 2.218 - 3.518 3.318 fold Cap I Maneuver 960 305 540 Stage 1 - - 582 Stage 2 701 Platon blocked, % - - Aov Cap-1 Maneuver 960 284 540 Joor Cap-2 Maneuver - - - Aov Cap-1 Maneuver - - - Stage 1 - - 284 - Stage 1 - - 652 - Stage 2 - - 652 - Viproisch EH MB - 4CM Control Delay 5 0 1.7 21.8 CCM LoS C C Amort Laws/Major Mvmt NBLATINELIZ EBT FER WBL WB - Capacity (veh/h) 284 540 960 CCM Lane V/C Ratio 0.384 0.076 - 0.06 CM Cancel LOS D B - A					1						
Water 960 305 540 Stage 1 - - 582 - Stage 2 701 - - - Valoon blocked, % - - - - Avor Cap-1 Maneuver 960 284 540 - Avor Cap-1 Maneuver 960 284 540 - Avor Cap-2 Maneuver - - 284 - Stage 1 - - 284 - Stage 2 - - 652 - Approach EB Wb 108 - CCM Control Delay 5 0 1.7 21.8 - Alcor Lace/Major Myrrd NBUATI NEL/L EBT F6R WBL WB1 Capacity (veh/h) 284 540 960 - - - CM Cantor Los 0.384 0.076 - 0.06 - - CGM Cantrol Delay (s) 25.4 12.2 - 9 <td></td> <td></td> <td></td> <td>2,218</td> <td></td> <td></td> <td>3.318</td> <td></td> <td></td> <td></td> <td></td>				2,218			3.318				
Stage 1 - - 582 - Stage 2 701 - - - Platoon blocked, % - - - - Kov Cap-1 Maneuver 960 284 540 - Kov Cap-2 Maneuver - - 284 - - Stage 1 - - 284 -<										-	-
Stage 2 701 Platon blocked, % - - Aov Cap-1 Maneuver 960 284 540 Aov Cap-2 Maneuver - - 284 540 Aov Cap-1 Maneuver - - 284 540 Stage 1 - - 284 - Stage 1 - - 284 - Stage 2 - - 652 - VCM Control Delay 5 0 1.7 21.8 - CCM LOS C C - - Amount Laws/Major Mvmt NBLATINELIZ EBT FER WB WB Capacity (veht/h) 284 540 960 - - CCM Lane V/C Ratio 0.384 0.076 - 0.06 - - CM Lone LOS D B - A A -											
Platoon blocked, % - - - Aov Cap-1 Maneuver 960 284 540 Aov Cap-2 Maneuver - 284 - Stage 1 - - 284 - Stage 2 - - 284 - - Stage 1 - - 284 - - Stage 2 - - - 652 - VDM Control Delay 5 0 1.7 21.8 - ICM Lane V/C Ratio 0.384 0.076 - 0.06 - ICM Lane V/C Ratio 0.384 0.076 - 0.06 - - ICM Lane LOS D B - A A -		_	-						_		
Mov Cap-1 Maneuver 960 284 540 Mov Cap-2 Maneuver - - 284 - Stage 1 - - 284 - Stage 1 - - 284 - Stage 1 - - 652 - Stage 2 - - 652 - Approach EH Mb NB - ACM Control Delay 5 0 1 7 21.8 ACM Control Delay 5 0 1 7 21.8 Action Lasse Major Myrrit MBLATINELIZE EHT FER WBL Capacity (veh/h) 284 540 960 - CGM Control Delay (s) 284 540 960 - CGM Control Delay (s) 284 540 960 - CGM Control Delay (s) 28.4 12.2 - 9 0 CML Lane LOS D B - A A						.01					
Nov Cap-2 Maneuver - - 284 - Stage 1 582 582 582 582 582 Stage 2 - - 652 - 652 - ICM Control Delay 5 0 1.7 21.8 - - 652 - ICM LoS C C - - - 650 - Atricer Lave/Major Minot NBLATINELAZ EBT F6R WBI -				- 3960		284	540				
Stage 1 582 Stage 2 - 652 Viprosch EH WD NB ICM Control Delay 5 0 1.7 21.8 ICM LOS C C Amori Lace/Major Mumit NBLa1NBLn2 EBT EBT FER WBI Japacity (veh/h) 284 540 960 - - 0.06 - ICM Lane V/C Ratio 0.384 0.076 - 0.06 - - 0.06 - ICM Lane LOS D B - A A - - - - - 0.06 - <td< td=""><td></td><td>_</td><td></td><td></td><td></td><td></td><td>10.070</td><td></td><td></td><td></td><td></td></td<>		_					10.070				
Stage 2 - - 652 - Approach EB WD NB - - - 652 - ACM Control Delay 5 0 1.7 21.8 - <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td>										-	
Vigrosch EB WD NB ICM Control Delay = 0 1.7 21.8 ICM LOS C Alicor Lass/Major Munt NBLATINBLA2 EBT EBK WB1 Dapacity (veh/h) 284 540 960 - ICM Lane V/C Ratio 0.384 0.076 - 0.06 - ICM Control Delay (s) 25.4 12.2 - 9 0 ICM Lane LOS D B - A A											
CM Control Delay s 0 1 7 21.8 ICM LOS C C C C Japacity (veh/h) 284 540 960 C ICM Lane V/C Ratio 0.384 0.076 - 0.06 - ICM Control Delay (s) 25.4 12.2 - 9 0 ICM Lane LOS D B - A A	Stage 2	-	-			052		-			
CM Control Delay s 0 1 7 21.8 ICM LOS C C C C Japacity (veh/h) 284 540 960 C ICM Lane V/C Ratio 0.384 0.076 - 0.06 - ICM Control Delay (s) 25.4 12.2 - 9 0 ICM Lane LOS D B - A A	Annoigeth	DB		WD		ALE .	-	-		-	-
ICM LOS C Impril Lang/Major Mymt NBLin I NBLin2 EBT EBR WBI WBI Japacity (veh/h) 284 540 960											
Amon Love Mutor NBLATNBLAZ EBT FBR WBL WBL Japacity (veh/h) 284 540 960 960 CCM Lane V/C Ratio 0.384 0.076 - 0.06 - IGM Control Delay (s) 25.4 12.2 - 9 0 ICM Lane LOS D B - A A		.0	1	10	and the second sec				and the second se		
Capacity (veh/h) 284 540 960 ICM Lane V/C Ratio 0.384 0.076 - 0.06 - ICM Control Delay (s) 25.4 12.2 - 9 0 ICM Lane LOS D B - A A	FIUM LUB					U					
Capacity (veh/h) 284 540 960 ICM Lane V/C Ratio 0.384 0.076 - 0.06 - ICM Control Delay (s) 25.4 12.2 - 9 0 ICM Lane LOS D B - A A	Ministra Manager Barrier		NER al	100	FRT	FAR	WH	WRG	-	-	
CM Lane V/C Ratio 0.384 0.076 - 0.06 - ICM Control Delay (s) 25.4 12.2 - 9 0 ICM Lane LOS D B - A A					- HI	L. Ser L		- AND		-	
ICM Control Delay (s) 25.4 12.2 - 9 0 ICM Lane LOS D B - A A											
ICM Lane LOS D B A A					-						
						10					
					•	-					
	HOM SOM While O(ven)		17	0.2		1	Wid	1.1			

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

Synchro 10 Report Page 1

Lavon Tract TIA	2026 Background+Site PM
HCM 6th TWSC	3: State Highway 205 & CR 485

Intersection		1000	100				10000	20/11
nt Delay, s/veh	399.1							
Movement	WEL	WER	NBT	NEH	SRL	SBT	A. 100 100	
Lane Configurations	M	1	410			44		
Traffic Vol. veh/h	189	246	803	303	201	1020		
Future Vol, veh/h	189	246	803	303	201	1020		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized		None	-	None		None		
Storage Length	D	0		-				
Veh in Median Storage			0			0		
Grade, %	0		0	- 2	- 52	0		1
Peak Hour Factor	99	99	99	99	99	99		ľ
Heavy Vehicles, %	2	2	2	2	2	2		
Mymt Flow	191	248	811	306	203	1030		
		- Activity	1000	000	200	1000		
MajorAlmor I	Ausort	-	Vajort	-	Asjori2	12.00		
Conflicting Flow All	1885	559	0		1117	0		
Stage 1	964	009	U	0	1111	U	_	
		77	- 7	1		1	and the second second	
Stage 2	921	-	-	-	10.00	-		
Critical Hdwy	6 84	6.94	-		4,14	1.	and the second second	
Critical Hdwy Stg 1	5.84		-	-				
Critical Hdwy Stg 2	5.84	0.05				- 3		
Follow-up Hdwy	3.52	3.32	-	-	2.22	-		
Pot Cap-1 Maneuver	~ 62	472	- 21		621	1.5		
Stage 1	331	-	•	-	-	-		
Stage 2	348		-					
Platoon blocked, %			æ	-		-		
Mov Cap-1 Maneuver	~ 15	472		14	621	12.23		
Mov Cap-2 Maneuver	~ 15	-	-	-		-		
Stage 1	331	8						
Stage 2	~ 82	-		-		(a)		
Approach	WB		148	-	S8	1201	And a second	
HCM Control Delay, \$2	519 2		Ð		5.3			
HCM LOS	F				H/H			
							Married Street or other	
Mice		NBT	Neg	VELLAIN	UDCH2	SBL	SEI	
Capacity (veh/h)	-	not	(acress	15	472	621		
				2.727			1.00	
HCM Lane V/C Ratio		-					3.7	
HCM Control Delay (s)				5771	20.8	13.6	3.7	
HCM Lane LOS		÷	-	F	C	В	A	
HCM 95th %tile Q(veh)		*	-	24.9	3	14		
lindes				20				21
- Volume exceeds cap	nacity	\$ D	alay exc	S shoo	00e	+ Com	putation Not Defined	* A

Lavon Tract TIA 05/07/2021 2026 Background+Site PM

2026 Background+Site PM 5: CR 483 & State Highway 205

Int Delay, alugh	4					
Int Delay, s/veh	1					
Movement	WEL	WBR	NET	NBR	SEIL	SBI
Lane Configurations	Y		P			410
Traffic Vol. veh/h	19	8	1077	27	8	1193
Future Vol, veh/h	19	8	1077	27	8	1193
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Slop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage.	# 0		0			0
Grade, %	0		0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	21	9	1171	29	9	1297

Majon/Mittor	Mintort	1	Aejor 1	- 1	Majora	
Conflicting Flow All	1853	1186	0	0	1200	0
Stage 1	1186					
Stage 2	667	-	2	-	-	20
Critical Hdwy	6.63	6.23			(4)(3)	
Critical Hdwy Stg 1	5.43	•	•	-	-	-
Critical Hdwy Stg 2	5.83					
Follow-up Hdwy	3.519	3.319	-	19	2.219	1911
Pot Cap-1 Maneuver	73	229			579	
Stage 1	289	-	-		14	-
Stage 2	473					
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver		229	12		579	
Mov Cap-2 Maneuver		-	-	-		-
Stage 1	289	-		9	14	1.0
Stage 2	447	+	•	-		(9)
Approach	WB		NB	2.5	SB	314
HCM Control Delay, s	66.1		0		0.4	
HCM LOS	F					
Minor Lane/Major Mvi	nt	NBT	NBPW	BLat	SBL	SET
Capacity (veh/h)			11	87	579	
HCM Lane V/C Ratio		-	- {	0.337	0.015	
HCM Control Delay (s)			66.1	11.3	0.3
HCM Lane LOS		-	12	F	8	Α
HCM 95th %tile Q(veh	1)			13	0	

Lavon Tract TIA	05/07/2021	2026	Background+Site PM	
IMR				

Synchro 10 Report Page 3

Lavon Tract TIA	2026 Background+Site PM
HCM 6th TWSC	9: Drive 1 & CR 485

Intersection					15 2	-
Int Delay, s/veh	0.9	_				-
Movement	EBT	HRD	W281	WEI	NPd	NUFUR
Lane Configurations	41-		AAUSC	44	W	CHINE .
Traffic Vol. veh/h	226		19	398	34	0
Future Vol. veh/h	226	39	19	398	34	0
Conflicting Peds, #/hr	220		0	396	0	0
Sign Control	Free		1.1.1	-		
RT Channelized	LIGE	Free	Free	Free	Stop	Stop
		None	•	110110		None
Storage Length	-	-			0	-
Veh in Median Storage.				0	0	
Grade, %	0			0	0	•
Peak Hour Factor	92		92	92	92	92
Heavy Vehicles, %	2		2	2	2	2
Mvmt Flow	246	42	21	433	37	0
Major/Minor N	laori	1.1	Major2		Mmöril	
Conflicting Flow All	0		288	0	526	144
Stage 1			2.00	Ŭ	267	1.44
Stage 2					259	
Critical Hdwy	8		4.14			6.94
Critical Hdwy Stg 1			344		5.84	0.34
Critical Hdwy Stg 7					5.84	
Follow-up Hdwy			2.22			
	-			-	3.52	3.32
Pol Cap-1 Maneuver			1271		482	877
Stage 1	7		-		754	•
Stage 2	1		1	12	761	
Platoon blocked, %	-			-	10.07	
Mov Cap-1 Maneuver	-		1271	-	471	877
Mov Cap-2 Maneuver	-	-	-	- 52	471	~
Stage 1	1				754	
Stage 2	4	-		-	744	-
Approach	EB		WB		NB	11.0
HCM Control Delay, s	0		0.5		13.3	-
HCM LOS					В	
Minor Lane/May + Mynt		NECHT	EBT	FBR	WITH	WET
Capacity (veh/h)		471			1271	110.2
HCM Lane V/C Ratio		0.078	-		0.016	
HCM Control Delay (s)	-	13.3			7.9	01
HCM Control Deray (s)		8				
		03	-	-	A	A
HCM 95th %tile Q(veh)		0.3			0.1	

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

Lavon	Tract	TIA
HCM 6	th TV	VSC

2026 Background+Site PM 10: CR 484 & Drive 2

Intersection		-	016 1	1										
Int Delay, s/veh	4.5										_			
Movement	EBL	EBT	EBR	WBL	WET	WER	NBI	NBT	NBR	SBL	SET	Star	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	L MAR
Lane Configurations		-			đ,			ele			4			_
Traffic Vol. veh/h	11	0	5	7	0	34	8	29	12	58	43	19		
Future Vol. veh/h	11	0	5	7	0	34	8	29	12	58	43	19		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized			None			None	-		None			None		
Storage Length		-							-			-		
Veh in Median Storage	. # -	0			0	-	-	0	-		0			
Grade, %		0	-		0	1.4		0	14	14	0			
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2		
Mvmt Flow	12	0	5	8	0	37	9	32	18	63	47	21		
							_							
Major/Mutor	Amor?			Munor 1	1	-	Major			Major?		1.11		
Conflicting Flow All	259	247	58	243	251	39	68	0	0	45	0	0		
Stage 1	184	184		57	57									
Stage 2	75	63		186	194	-	-			_				
Critical Howy	7 12	6 52	6.22	7 12	6.52	6.22	4.12			4 12	1.12	1022		
Critical Howy Stg 1	6.12	5.52	-	6.12	5.52	-	-					12		
Critical Hdwy Stg 2	6,12	5 52		6 12	5 52				141	71	1.2			
Follow-up Hdwy	3.518	4.018	3.318	3.518		3.318	2 2 18		-	2.218		741		
Pot Cap-1 Maneuver	694	655	1008	711	652	1033	1533			1563				
Stage 1	818	747		955	847		-		-	-				
Stage 2	934	842		816	740				-	-				
Platoon blocked, %														
Mov Cap-1 Maneuver	645	624	1008	681	621	1033	1533			1563		-		
Mov Cap-2 Maneuver	645	624	-	681	621					-		123		
Stage 1	813	716		949	842		1 2			1.1		1112		
Stage 2	895	837		778	709				-			1.0		
Otago 2	000	001		110	105			-						
Approach	ER		-	WB		-	NB		3	SB	- 17	- gire		-
HCM Control Delay, s	101		-	ġ			12			3.6				
HCM LOS	В			A						10.0				
HOM LOO	Ū			^										
Minter Lane/Major Myth	1	MBL	NET	NER	EBLh IV	VBLhi	SBL	SBT	SBR					
Capacity (veh/h)		1533	-		727	949	1563	-	1				A COLUMN	
HCM Lane V/C Ratio	_	0.006			0.024		0.04		- 4					
HCM Control Delay (s)		7.4	0		10.1	9	7.4	0	10					
HCM Lane LOS		A	A		B	Ă	A	A						

Lavon Tract TIA	05/07/2021	2026 Background+Site PM
IMR		

Synchro 10 Report Page 5

Lavon Tract TIA	2026 Background+Site PM
HCM 6th TWSC	11: CR 484 & Drive 3

Intersection	- 37		-	-	-	
Int Delay, s/veh	1.5					_
Movergant	WR	WBR	NET	MBR	SBL	SBI
Lane Configurations	Y	Contract le	The state	1016,005	CHUIC.	4
Traffic Vol. veh/h	23	0	58	19	19	135
Future Vol. veh/h	23	0	58	19	19	135
Conflicting Peds, #/hr	0	0	0	0	0	135
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop	None	Filee	None	Fiee	None
Storage Length	. 0	None	10	None		
Veh in Median Storage			0	-	-	0
				1 3		
Grade, %	0		0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	63	21	21	147
Majer Mi.	Minori	-	from	-	Maioni	
Conflicting Flow All	263	74	0	0	84	0
	203			0	84	
Stage 1		11.8	- 0			- 6
Stage 2	189	-	-	-	-	-
Critical Hdwy	642	6.22	- 2		412	
Critical Howy Stg 1	5.42	-	-	-		
Critical Hdwy Stg 2	5 4 2	-				
Follow-up Hdwy	3.518	3.318	•	-	2.218	-
Pot Cap-1 Maneuver	726	988			1513	
Stage 1	949	-		-	-	-
Stage 2	843				2	
Platoon blocked, %						
Mov Cap-1 Maneuver	7.15	988		_	1513	
Mov Cap-2 Maneuver	715	199MR			145190	
Stage 1	949	-	- 00	-	_	-
Stage 2	830		-	1		-
Stage 2	030			-		-
Approach	WB	100	NB		SB	
HCM Control Delay, s	10-2	-	Ū.		0.9	
HCM LOS	В				10.0	U
HOM LOO	U					-
			1.1000	-		
Minor Lane/Magor Myn		NBT	NBRV	VELDI	SBL	581
Capacity (veh/h)				715	1513	
HCM Lane V/C Ratio		1	-	0.035	0.014	-
HCM Control Delay (s)			- E	10.2	74	0
HCM Lane LOS	_		1	В	A	A
HCM 95th %tile Qlveh	10		10	0.1	0	~
tone sour none of ven	n			0.1	14	

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

Lavon	Trac	t TIA
HCM 6	ith T\	NSC

2026 Background+Site PM 12: Drive 4 & CR 485

Intersection	_		_	_	-	-	
Int Delay, s/veh	0.9		_	-			
							_
Movement	EBI	EBR	WBL	WBI	MEL	NER	
Lane Configurations	41+			41-	Y		
Traffic Vol, veh/h	97	58	0	200	- 34	0	
Future Vol, veh/h	97	58	0	200	34	0	
Conflicting Peds, #/hr	C	0	0	0	Ū	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None		None		None	
Storage Length		-		-	0	-	
Veh in Median Storage	,# 0			0	Ŭ.		
Grade, %	0		-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mymt Flow	105	63	0	217	-37	0	

MajovMinor #	Anjon	9	Manore	-1	Viner1	
Conflicting Flow All	(0 0	168	0	246	84
Stage 1					137	
Stage 2					109	
Critical Hdwy			4.14		6 84	6.94
Critical Hdwy Stg 1				-	5.84	1
Critical Hdwy Stg 2					5 84	
Follow-up Hdwy			2.22	-	3.52	3.32
Pot Cap-1 Maneuver			1407		721	958
Stage 1			+:	-	875	
Stage 2					903	
Platoon blocked, %						
Mov Cap-1 Maneuver			1407		721	958
Mov Cap-2 Maneuver		2 F	-	1	721	-
Stage 1		1			875	
Stage 2			-		903	•
1000						
Approach	EE		WB	1,2	MB	1
HCM Control Delay, s	1	¥.,	0		10.3	
HCM LOS					B	
Minor Lane Major Myn	ł	NBLAI.	EBT	EER	WBL	WEI
Capacity (veh/h)		721			1407	1
HCM Lane V/C Ratio		0.051	-	-		-
HCM Control Delay (s)		10.3			0	- 0
HCM Lane LOS		В	-	*	A	
HCM 95th %tile Q(veh)		02	23		0	

Lavon Tract TIA	05/07/2021	2026 Background+Site PM
IMR		

Synchro 10 Report Page 7

Lavon Tract TIA	2026 Background+Site PM
HCM 6th TWSC	13: CR 485 & Drive 5

Intersection		_		-	_	_
Int Delay, s/veh	1					
		-	1 K MONTH	Wieile		THE OWNER
Movement	EB	EBI	Wet	WBR	SEL	SBR
Lane Configurations		44	4Þ		¥	
Traffic Vol, veh/h	19	77	189	8	5	11
Future Vol, veh/h	19	77	189	8	5	11
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None		None		None
Storage Length	-	-	-		0	-
Veh in Median Storage,	# .	0	0		0	
Grade, %		0	0		0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	21	84	205	9	5	12
IN VITIL I I OW	41	04	200	3	.0	14
Major/Marco M	ajort	1	lajor 2	1	Minora	10.00
Conflicting Flow All	214	0		0	294	107
Stage 1					210	
Stage 2					84	
	4 14					6.94
Critical Hdwy Stg 1	CHING IN	- 12	- 2	-	5.84	A NUMBER
Critical Hdwy Stg 2	10.00	1.25	12			100
	2.22	-	-		3.52	3.32
	1353	-	_	-		
					673	926
Stage 1	-	÷:		-	805	-
Stage 2	1.0				930	1.4
Platoon blocked, %		-		-		
Mov Cap-1 Maneuver	1353				662	926
Mov Cap-2 Maneuver	-	-	-	-	662	-
Stage 1					792	
Stage 2					930	-
Grago F	- 11				000	
and a state of the	-	_	100	_	-	
Approach	田		:WB	11	SB	
	1.5		0		9.5	
HCM LOS					А	
Minor Lane/Major Mynt	0.000	EG	EBT	WBT	WBR	DI MI
	_	-	EQ1	mol	THOMAS	
Capacity (veh/h)	-	1353		1.0	100	823
		0.015	-			0.021
HCM Control Delay (s)		17	0	1		9.5
HCM Lane V/C Ratio HCM Control Delay (s) HCM Lane LOS		7 7 A 0	0 A	-	16	9.5 A

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

2026 Background+Site PM 14: Drive 6 & CR 485

Intersection Int Delay, s/veh 4.3 Movement EBL EBT TRA WPC Lane Configurations 22 41) 92 -Fe 4 Traffic Vol. veh/h 139 147 39 0 0 Future Vol. veh/h 139 147 39 92 0 23 8 0 82 0 5 0 Conflicting Peds. #/hr 0 0 0 0 0 0 0 0 0 0 0 0 Sign Control Free Free Free Free Free Stop Stop Stop Stop Stop **RT** Channelized - None - - None None - Nome Storage Length ----. . --. . . Veh in Median Storage, # -0 . 0 Grade, % 0 0 --. 0 0 ---92 92 92 Peak Hour Factor 92 92 92 92 92 92 92 92 92 2 Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 Mymt Flow 42 151 160 9 100 0 25 0 5 0 89 Major/Mutor Majori Major 2 Untern Minor Conflicting Flow All 100 0 0 202 0 0 551 601 101 500 622 50 Stage 1 483 483 118 118 Stage 2 --68 118 382 504 --Critical Hdwy 4.14 7.54 6.54 6.94 7.54 6.54 6.94 4 14 Critical Hdwy Stg 1 - 6.54 5.54 - 6.54 5.54 -----Critical Hdwy Stg 2 6.54 5.54 - 654 554 - - 2.22 - - 3.52 4.02 3.32 3.52 4.02 3.32 Follow-up Hdwy 2.22 Pot Cap-1 Maneuver 1490 417 413 935 454 401 1008 1367 Stage 1 534 551 - 874 797 -----Stage 2 934 797 612 539 Platoon blocked, % Mov Cap-1 Maneuver 1490 1367 345 363 935 410 352 1008 - 410 352 - 773 791 Mov Cap-2 Maneuver 345 363 -141 -473 488 Stage 1 Stage 2 - 845 791 - 538 477 · ---. . -Approach EB HCM Control Delay, s 3.4 NB 15 8.9 HCM LOS С A Minor Lane/Mayor Mvml NELAT EEL EET EER WEL WET WERSBLAT Capacity (veh/h) 389 1490 1367 1008 HCM Lane V/C Ratio 0.078 0.101 - 0.006 . - 0.088 HCM Control Delay (s) 15 77 0.2 0 - 8.9 HCM Lane LOS CAA-AA-A HCM 95th %tile Q(veh) 03 03

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

Synchro 10 Report Page 9

Lavon Tract TIA	2026 Background+Site PM
HCM 6th TWSC	15: Drive 7 & CR 485

	_					
Intersection						_ 14
Int Delay, s/veh	1.4					
Movement	EBT	EBR	Marriel		Carrow and	ALPERT
		Elle	WEL	WBT	NEL	NER
Lane Configurations	41			44	Y	
Traffic Vol. veh/h	113	39	12	76		1
Future Vol, veh/h	113	39	12	76	23	7
Conflicting Peds #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length	-	-	-		0	-
Veh in Median Storage.	# 0	-		0	0	/
Grade, %	0	-		0	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	123	42	13	83	25	8
INTRUCT ION	120	42	13	05	20	0
Major/Minor M	lajort	-	Major2		Minori	
Conflicting Flow All	0	0	165	0	212	83
Stage 1					144	-
Stage 2					68	
Critical Hdwy	12		4 (4	1.11	6.84	6.94
Critical Howy Stg 1			1.19	-	5.84	1.00
Critical Howy Stg 2	-	-			5.84	
Follow-up Hdwy			2.22	-	3.52	3.32
	-			-		
Pot Cap-1 Maneuver			1411		757	960
Stage 1	-	-	-	-	868	-
Stage 2			1.00		947	
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver			1411		749	960
Mov Cap-2 Maneuver		-	-	-	749	-
Stage 1			-	1.	868	5
Stage 2					938	
otage r	-			-	330	
Augusta	EB	-	WB	-	1000	-
Approach			WB		NB	_
HCM Control Delay, s	0		1		9.8	£
HCM LOS		_	_	_	Α	
		_				_
Minor Lane/Major Myrnt	1	HUI nt	EBT	EBR	WEL	WBT
Capacity (veh/h)		789			1411	
HCM Lane V/C Ratio	-	0.041	-	-	0.009	
HCM Control Delay (s)		9.8		-	7.6	0
HCM Lane LOS		A	-			
		.0.1	-	-	A	A
HCM 95th %tile Q(veh)		20123			0	

Lavon Tract TIA 05/07/2021 2026 Background+Site PM IMR

Lavon	Tract	TIA	
нсм е	Sth TW	ISC	

2026 Background+Site PM 16: CR 483/Presidents Boulevard & Drive 8

Intersection Int Delay, s/veh 0.6 EBL EER NEL NET SET SER Movement
 Movimient
 CDL
 CDL
 CDL
 MCL
 MCL
 Sch
 Sch

 Lane Configurations
 Y
 Image: Configurations
 Sign Control RT Channelized None None None Storage Length 0 Veh in Median Storage, # 0 0 0 -Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow 0 - 0 0 -92 92 92 92 92 92 2 2 2 2 2 2 2 2 0 23 77 13 8 0

Major/Misor A	Minor2		MajorT	٨	Asjor2	
Conflicting Flow All	107	84		0	-	0
Stage 1	84					
Stage 2	23	-	-	-	100	÷.
Critical Hdwy	6.42	6.22	4.12			
Critical Hdwy Stg 1	5.42	10	-	-	1.007	+5
Critical Hdwy Stg 2	5.42	17				
Follow-up Hdwy	3.518	3.318	2.218	-	-	
Pot Cap-1 Maneuver	891	975	1505			
Stage 1	939	-	1	-	141	21
Stage 2	1000			14		
Platoon blocked. %				-	- 36	
Mov Cap-1 Maneuver	891	975	1505			1
Mov Cap-2 Maneuver	891		-	-		12
Stage 1	939					-
Stage 2	1000			-		1.1
			- 1			
Approact	EB	1.11	NB	- 0	- 55	
HCM Control Delay. s	91		0		0	
HCM LOS	A					
Mmor Lane/Major Mvm	1	NEL	NUT	EBLOIT	SBT	SER
Capacity (veh/h)		1505		891		1
HCM Lane V/C Ratio		-	-	0.009	201	-
HCM Control Delay (s)		0		91		
HCM Lane LOS		A	-	A		-
HCM 95th %tile Q(veh)	1	0		0		

Lavon Tract TIA	05/07/2021 2026 Background+Site PM	
IMR		

Kimley **»Horn**

Synchro[™] Output – 2031 Background Traffic

kimley-horn.com 13455 Noel Road, Two Galleria Office Tower, Suite 700, Dallas, TX 75240 972 770 1300

					-					1	1	1
	/	->	7	1				1	1	*	_ +	*
cane Group	EBL	EBL	EBR	WBL	WBT	WBR	NBL	NET	NBR	SEL	SBT	SBI
Lane Configurations	M	***	r	1	44%		77	+	7	7	Į.	
Traffic Volume (vph)	24	858	523	257	1006	0	1062	6	65	27	24	1
Future Volume (vph)	24	858	523	257	1006	0	1062	6	65	27	24	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1980	1900	1900	1900	190
Storage Length (ft)	150		200	150		0	0		150	0		
Storage Lanes	1		1	1		0	2		1			
Taper Length (ft)	25			25			25			25		
Lane Util Factor	1 00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1 00	1.00	1.0
Frt			0.850						0.850		0.943	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	0	3433	1863	1583	1770	1757	-
Flt Permitted	0 223			0 194			0.730			0.753		
Satd. Flow (perm)	415	5085	1583	361	5085	0	2638	1863	1583	1403	1757	_
Right Turn on Reo	110	0000	Yes	001		Yes			Yes	1000		Ye
Satd. Flow (RTOR)			487						82		16	
Link Speed (mph)		30	101	_	.50			45			30	
Link Distance (ft)		506			2334			2241			368	
Travel Time (s)		11.6			31 B			34.0		_	8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
Adi. Flow (vph)	26	933	568	279	1093	0.52	1154	2	71	29	26	1
Shared Lane Traffic (%)	20	200	300	610	1000	0	1101	14	101	100	1177	
Lane Group Flow (vph)	26	933	568	279	1093	0	1154	7		29	42	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	N
	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Righ
Lane Alignment	red	12	ragan	Len	12	ragin	LBII	24	rsigm	CER	24	rugi
Median Width(ft)		0			0			0	-			
Link Offset(ft)		16			16			16			16	
Crosswalk Width(ft)		10		_	10	_		10			10	-
Two way Left Turn Lane	1.00	4.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Headway Factor		1.00	1.00		1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Turning Speed (mph)	15	2	9	15	2	4	12	2	1	10	2	
Number of Detectors	1			Left	Thru		Left	Thru	Right	Left	Thru	
Detector Template	Left	Thru	Right				20	100	20	20	100	_
Leading Detector (ft)	20	100	20 0	20	100		20	001	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)		-	20	20	6		20	6	20	20	6	
Detector 1 Size(ft)	20	6						CI+Ex			CI+Ex	-
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+EX	CI+Ex	CI+Ex	UI+EX	
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		_	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0							
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	_	0.0	0.0	0.0	0.0	0.0	-
Detector 2 Position(ft)		94						94			0.001	
Detector 2 Size(ft)		6			6					_	6	-
Detector 2 Type		CI+Ex			CI+Ex	-		CI+Ex		_	CI+Ex	-
Detector 2 Channel				_				1010	_	_	10.107	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			- 41			8	
Permitted Phases	2		2	6			4		4	8		

Lavon Tract TIA 05/12/2021 2031 Background AM

Synchro 10 Report Page 1

	٠		~	<	-		•	+	-	1	1	4
I and Passes	EBL	ERI	Y	WBL	WBT	WBR	1		-	-		
Lane Group Detector Phase	5	2	EF9k(WER	WEST 6	WERC	NBL	NBT 4	NER	SBL	SBT	SB
Switch Phase	0	6		1	(D		4	4	4	8	8	
Minimum Initial (s)	5.0	5.0	50	5.0	5.0		C 0	5.0		5.0		
Minimum Split (s)	10.5	23.5	23.5	23.5	23.5		5.0 23.5	50	5.0	5.0	5.0	
Total Split (s)	10.5	75.0	75.0	25.0	23.5		80.0	23.5 80.0	23.5 80 0	23.5 80.0	23.5 80.0	
Total Split (%)	8.3%	41.7%	41.7%	13.9%	47.2%		44.4%	44.4%	44.4%	44.4%	44.4%	
Maximum Green (s)	9.5	69.5	69.5	19.5	79.5		74 5	74 5	74.5	74.5		
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	745	_
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	2.0	2.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	_	5.5	5.5	5.5			
Lead/Lag	Lead	Lag	Lag	Lead	100000000		-9.9	2.2	0:0	5.5	55	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Lag	_			-	_		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode		C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)	TACHINE	7.0	7.0	NUR	7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		110		11.0	11.0	11 0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0	_	0		0	0	0	0	0	
Act Effet Green (s)	76 9	70 1	70.1	94 5	86.8		74.5	74 5	74 5	74.5	74 5	
Actuated g/C Ratio	0.43	0.39	0.39	0.52	0.48		0.41	0.41	0.41	0.41	0.41	
v/c Ratio	0.43	0.33	0.62	0.83	0.46		1 06	0.41	0.41	0.05	0.06	
Control Delay	22.8	42.1	9.6	45.6	32.2		93.5	31.2	4.4	32.1	21.5	
Queue Delay	0.0	42.1	0.0	40.0	0.0		93.5	0.0	9.0	0.0	0.0	
Total Delay	22.8	42.1	9.6	45.6	32.2		93.5	31.2	4.4			
LOS	22.0	42.1 D	9.0	45.0	32.2	_	93.5 E	31.2 C	4.4 A	32.1	21.5	
Approach Delay	0	29.7	A	D	34.9		E	88.0	A	C.	C 25.8	
Approach LOS		23.1	_	_	34.5			00.U	-		20.0 C	
		¥.		_	30	_		F.		_	- Arc	
Interrection Summary	Other		_	-				_	-	_		-
Area Type	Other											
Cycle Length: 180	00			_		_				_		
Actuated Cycle Length 1		COTI	-									
Offset: 0 (0%), Reference	ed to phase 2	CEBIL 8	IG 6:WB1	L, Start o	if Green	_						
Natural Cycle: 90												
Control Type: Actuated-C Maximum v/c Ratio: 1.06	oordinated		_	_	_		_		-			
	10.4					100.0						
Intersection Signal Delay		1	_		ntersection			_			_	
Intersection Capacity Util Analysis Period (min) 15	IZATION 61 5	10		1	CU Level	DI SELVIC	eU					

Splits and Phases: 1: State Highway 205 & State Highway 78

1 01	P02 (R)	104
151	In the second se	
1 25	(R)	**as
15 a	A DESCRIPTION OF THE OWNER OWNER OF THE OWNER OWNER OF THE OWNER	

Lavon Tract TIA 05/12/2021 2031 Background AM IMR

Lavon Tract TIA	2031 Background AM
HCM 6th TWSC	2: Presidents Boulevard & Main Street

ntersection nt Delay, s/veh	144.7	-	_	-	_	-		
		_			_			
Novement	EBI	EBR	WELL		NEL	NBR		
ane Configurations	P.		_	ન	٦	1		
raffic Vol. veh/h	132	191	149	539	260	168		
uture Vol, veh/h	132	191		539	260	168		
Conflicting Peds. #/hr	0	0		0	0	0		
Sign Control	Free	Free		Free	Stop	Stop		
RT Channelized	-	None		None		None		
Storage Length	-	-	-	-	0	0		
eh in Median Storage		-	-	0	0			
Grade, %	0	-		0	0	-		
Peak Hour Factor	80	80		80	80	80		
leavy Vehicles, %	2	2		2	2	2		
Ivmt Flow	165	239	186	674	325	210		
				_				
	Major		Major2		Minori	1.0		
Conflicting Flow All	0	0	404	0		285		
Stage 1		-			285			
Stage 2		-		•	1046			
ritical Hdwy			4 12	11 2	6.42	6.22		
ritical Hdwy Stg 1		-	•		5.42	-		
Intical Hdwy Stg 2	4	1		-	5 42	14		
ollow-up Hdwy	14		2.218		3.518	3.318		
ot Cap-1 Maneuver		1104	1155	-	~ 170	754		
Stage 1	(+	34			763	-		
Stage 2					338			
latoon blocked, %	-			-				
Nov Cap-1 Maneuver			1155		~ 126	754		
Nov Cap-2 Maneuver			-	÷	~ 126			
Stage 1	14				763			
Stage 2	-	-	5.	-	- 251	-		
pproach	ĒB	5	WB		NB			and the state of the
ICM Control Delay, s	0		19	\$	483.4			
ICM LOS		_	-		F	_		
		-						
liner Lans/Major Mon	M)	BLat	N9Ln2	EBT	EBR	WBL	WET	
apacity (veh/h)		126	754			1155		
CM Lane V/C Ratio			0.279			0.161		
CM Control Delay (s)	\$	788.2		1		8.7	0	
CM Lane LOS	_	F	В	•	•	A	A	
	1	29 1	111			0.6		
CM 95th %tile Q(veh	7							

Lavon Tract TIA 05/12/2021 2031 Background AM IMR

Synchro 10 Report Page 1

Lavon Tract TIA	2031 Background AM
HCM 6th TWSC	3: State Highway 205 & CR 485

Intersection		22	24		-	10215
Int Delay, s/veh	96.6					
Movement	WHE	WER	NET	NEP	SBL	SBT
Lane Configurations	Y	110.11	41	1/16-10		44
Traffic Vol. veh/h	146	162	1003	58	35	945
Future Vol. veh/h	146	162	1003	58		
	140	102	1003	58	35	945 0
Conflicting Peds. #/hr				_	-	
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	•	None	-	None
Storage Length	0	-	-			
Veh in Median Storage,			0	-		0
Grade, %	0	•	0	-		0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	155	172	1067	62	37	1005
	.1917			0.2		11000
	a portraine					
	finar1		Majori		Mayor	
Conflicting Flow All	1675	565	0	0	1129	0
Stage 1	1098	1 1				
Stage 2	577	-	-	-	-	-
Critical Howy	6.84	6.94			4 14	
Critical Hdwy Stg 1	5.84	-	-		-	14
Critical Hdwy Stg 2	5.84		i i			18
Follow-up Hdwy	3.52	3.32			2.22	
Pot Cap-1 Maneuver	~ 86	468	-	-		-
					615	1.0
Stage 1	281		+	×	-	
Stage 2	525	•				
Platoon blocked, %						26
Mov Cap-1 Maneuver	~ 74	468			615	
Mov Cap-2 Maneuver	~ 74					
Stage 1	281	1000			-	1.
Stage 2	454		1	-		1
Otage 2	101			_		
Approacti	8%		周		SB	
HCM Control Delay, \$	733 5		0		11	
HCM LOS	F					
				-		
Including the second second		-	-	and the second	20.61	(Aller
Minor Lans.Major Marti		NBT	INBED	MBLal	SBL	SBT
Capacity (veh/h)				133	615	
HCM Lane V/C Ratio		-	÷.,	2,464	0.061	
HCM Control Delay (s)			\$	733 5	11.2	0.7
HCM Lane LOS		-		F	В	А
HCM 95th %file Q(veh)		1.00		28:6	02	
					01	
Notes						
volume exceeds cap	acity	\$. Di	elay ex	ceeds 3	100s	+ Com

Lavon Tract TIA 05/12/2021 2031 Background AM IMR

2031 Background AM 4: CR 484 & CR 485

Intersection						1.0
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NEE	NBT	SET	SER
Lane Configurations	Y			4	1	
Traffic Vol. veh/h	37	4	1	15	30	94
Future Vol, veh/h	37	4	1	15	30	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	•	-	-	
Veh in Median Storage,	# 0			0	0	
Grade, %	0		-	0	0	
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	50	5	- 81	20	41	127

Major/Minor	Minore		Major1	1	Major2	915	1.1.2			이 영영 비행 기억 가지요?		
Conflicting Flow All	127	105	168	0		0		Ì				
Stage 1	105											
Stage 2	22	-	-									
Critical Hdwy	6 4 2	6.22	4.12									
Critical Hdwy Stg 1	5.42	-		-	-	-						
Critical Hdwy Stg 2	5.42				- 6							
Follow-up Hdwy		3.318		÷	-	141						
Pot Cap-1 Maneuver	868	949	1410	-			100					
Stage 1	919			-	-	-						
Stage 2	1001		/-									
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver	867	949	1410			1						
Mov Cap-2 Maneuver	867		-	-		-						
Stage 1	918											
Stage 2	1001		-	-		191						
				5.71								
Approach	EB	-	MB		SE							
HCM Control Delay, s	94	-	0.5		0		-	16-16			and the second se	
HCM LOS	A				_				-			
Mmoritane/Major Mun	it.	NBL	NST	EBLAL	SET	SHR				1.00		
Capacity (veh/h)		14:10	1.14	874		100						
HCM Lane V/C Ratio		0.001	-	0.063	-	-						
HCM Control Delay (s)	1	7.6	0	9.4								
HCM Lane LOS		A	A	Α	+	-						
HCM 95th %file Q(veh)	0		0.2								

Lavon Tract TIA	05/12/2021 2031 Background AM	
IMR		

Synchro 10 Report Page 3

HCM 6th TWSC 5: CR 483 /	Background AM
	3 & State Highway 205

Intersection						
Int Delay, s/veh	0.5					
Movement	WBI	WBR	NET	NER	SBL	SET
Lane Configurations	Y	1000	41	1 diameter a		44
Traffic Vol. veh/h	7	- 9	1045	7	9	1070
Future Vol. veh/h	7	9	1045	7		
					9	1070
Conflicting Peds, #/hr	0	0		0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	10	None
Storage Length	0	-	-	-		-
Veh in Median Storage	. # 0	•	0			0
Grade, %	0		0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	8		1136	1/8	10	1163
NUMBER FROM	0	-10	1130	Ø.,	(10)	1.10.2
Major Minor I	Amer 1	-	dajort.		Majoriz	
Conflicting Flow All	1742	572	0	0	1144	0
Stage 1	1140		-	-		
Stage 2	602					
Critical Hdwy	6 84	6.94			4.14	
Critical Hdwy Stg 1	5.84	0.04		-	1000	
Critical Hdwy Stg 2	5.84		-	-		
		0.00			0.00	14
Follow-up Hdwy	3.52	3.32	-	-	2.22	
Pot Cap-1 Maneuver	78	463			606	19
Stage 1	267	-	-	-	-	-
Stage 2	510					
Platoon blocked, %				-		
Mov Cap-1 Maneuver	74	463			606	
Mov Cap-2 Maneuver	74	-			(HOUSE)	
Stage 1	267	-		-		
Stage 2	486	•			-	
	<u> </u>				_	
Apparach	WB	1.00	MB		58	
HCM Control Delay. s	34-3	_	0	-	0.4	-
HCM LOS	D		100		0.4	
	U	-	_	_		
Minor Lane/Major Mvm		NBT	NBRA	WELN1	SBL	SBT
Capacity (veh/h)				140	606	
HCM Lane V/C Ratio		-	1.2	0.124	0.016	
HCM Control Delay (s)				34.3	11	0.3
HCM Lane LOS			- 54	04.0 D	B	0.3 A
HCM 95th %tile Q(veh)				0.4	0	A

Lavon Tract TIA 05/12/2021 2031 Background AM IMR

	≯	_	>	1	-		-	1	1	1	1	1
Course Sector	EBC	EBIT	EBR	West	WBT	WBR	Min	NBT	NER	SEL	581	SBA
Lane Group Lane Configurations	COL	***	EDA M	W DU	***	AKCH.	11	4	MDA.	ODL		COP
				340	1928	- 8	901	6	112	47	59	14
Traffic Volume (vph)	62	1854	853			0	901	6				9
Future Volume (vph)	62	1854	853	340	1928 1900	1900	1900	1900	112	47	59 1900	
deal Flow (vphpl)	1900	1900	1900	1900	1900			1900			1900	1900
Storage Length (ft)	150		200	150		0	0		150	0		(
Storage Lanes			1	1		0	2			1		1
Taper Length (ft)	25			25			25	1.00	1 221	25	10.024	1 100
Lane Util, Factor	1 00	0.91	1 00	1 00	0 91	0.91	0 97	1.00	1.00	1 00	1.00	1.00
Fit			0.850				all or the car		0.850		0.980	_
Fit Protected	0.950			0.950			0.950			0 950	_	
Satd. Flow (prot)	1770	5085	1583	1770	5085	0	3433	1863	1583	1770	1825	- 0
Fit Permitted	0.058			0.053			0.709			0.753		
Satd. Flow (perm)	108	5085	1583	99	5085	0	2562	1863	1583	1403	1825	(
Right Turn on Red			Yes			Yes:			Yes			Yes
Satd. Flow (RTOR)			368			MC-91			122		5	
Link Speed (mph)		30			50			45			30	
Link Distance (ft)		506			2334			2241			368	
Travel Time (s)		11.5			31.8			34.0			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	2015	927	370	2096	0	979	7	122	51	64	10
Shared Lane Traffic (%)	Q1	4010	521	0.0		~			1.64	0,	.,	
Lane Group Flow (vph)	67	2015	927	370	2096	0	979	7	122	51	74	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Len	Right	Left	Leit	Right	Left	Left	Right
Median Width(ft)	Len	12	night	LC11	12	a villing	LGH	24	rugan	LCH	24	33/5411
	_	0		_	0			0			-0	- 15-
Link Offset(ft)		16			16			16			16	
Crosswalk Width(ft)		16			10			10		-	10	
Two way Left Turn Lane	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	31.00	4.00	4.00	4.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	_	20	100	20	20	100	_
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(fl)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	GHEX	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0:0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CHER			CHER			ClieFx			CHEX	
Detector 2 Channel		COLONE L			A COLORED			All and			Call Call	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	prn+pt	2	renti	pumpt	6		reial	4	FCIIII	reut	8	

Lavon Tract TIA 05/12/2021 2031 Background PM IMR

Synchro 10 Report Page 1

	≯	-	\mathbf{r}	1	-	*	1	1	r	1	+	1
ans Group	Etit.	ERT	EBR	WBL	WEI	WEIR	NEL.	NET	MBR	GBL	SBL	SBR
Delector Phase	5	2	2	1	6	1000	4	4	4	8	8	
Switch Phase											-	
Minimum Initial (s)	50	50	50	50	5.0		5.0	50	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	23.5	23.5		23.5	23.5	23.5	23.5	23.5	
Total Split (s)	15.0	75.0	75.0	25.0	85.0		80.0	80.0	80 0	80 0	80.0	
Total Split (%)	8.3%	41.7%	41.7%	13.9%	47.2%		44.4%	44.4%	44.4%	44.4%	44.4%	
Maximum Green (s)	95	69.5	69.5	19.5	79.5		74.5	74.5	74,5	74.5	74.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	20	2.0	20	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0,0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	55	5.5	5.5	55	5.5	-	5.5	55	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag			Children of the second		50A.		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	G-Max		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		110	11.0		110		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	77.9	69.5	69.5	96.5	82.6		72.5	72.5	72.5	72.5	72.5	
Actuated g/C Ratio	0.43	0.39	0.39	0.54	0.46		0.40	0.40	0.40	0.40	0.40	
v/c Ratio	0.54	1.03	1.11	1 47	0.90		0.95	0.01	0.17	0.09	0 10	
Control Delay	44.3	80.7	95.0	270.3	51.5		69.6	31.2	5.2	33.1	30.9	
Queue Delay	0.0	0.0	0.0	00	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	44.3	80.7	95.0	270.3	51.5		69.6	31.2	5.2	33.1	30.9	
LOS	Ð	F	F	F	D		E	C	A	6	C	
Approach Delay		84.3			84.3			62.3			31.8	
Approach LOS		E			F			E			C	
Intersection Summary	-		-	-	-	-	111.0			100	-	
	Other						1.1					
Cycle Length: 180												
Actuated Cycle Length: 180												
Offset: 0 (0%), Referenced	to phase 2	EBTL ar	d 6:WBT	L. Start o	f Green							
Vatural Cycle. 130	-						_					
Control Type: Actuated-Coc	rdinated											
Maximum v/c Ratio: 1.47		_			_			-		-		
ntersection Signal Delay: 7	9.7			- 1	ntersection	LOS E						
Intersection Capacity Utiliza					LI Level							

Splits and Phases: 1: State Highway 205 & State Highway 78

1 51	02 (R)	194
A		واجتريتهم والمتقالة ومراهو والمتكرية المتحكمين
- 93 T		* B8

Lavon Tract TIA 05/12/2021 2031 Background PM IMR

2031 Background PM 2: Presidents Boulevard & Main Street

Intersection:						
Int Delay, s/veh	4.2					
Movement	EBT	EBH	WBE	WET	NEL	NER
Lane Configurations	ţ.			सं	1	1
Traffic Vol. veh/h	522	144	36	283	106	29
Future Vol, veh/h	522	144	36	283	106	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length			(#)	22	0	0
Veh in Median Storage,	# 0			0	0	
Grade, %	0		-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	593	164	41	322	120	33

Major/Minor Mi	ajor 1		Major2		Minori				
Conflicting Flow All	0	0	757	0	1079	675			
Stage 1					675				
Stage 2		-	-	-	404	-			
Critical Hdwy			4.12		6.42	6.22			
Critical Hdwy Stg 1	-	-	-	-	5.42	-			
Cntical Hdwy Stg 2					5 4 2				
Follow-up Hdwy	-	-	2.218		3.518	3.318			
Pot Cap-1 Maneuver			854		242	454			
Stage 1	-	-	-	-	506	-			
Stage 2				-	674				
Platoon blocked, %	-	-							
Mov Cap-1 Maneuver			854		228	454			
Mov Cap-2 Maneuver		-			228	-			
Stage 1				•	506				
Stage 2	-	-	-	-	635				
Approach	EB		WB.		NB	11.5			
HCM Control Delay, s	0		1.1		32.1				
HCM LOS					D				
					111				
Minor Lane/Major Mvmt	-N	BLat	NER.n2:	EBL	EBR	WEL:	WBT	- int	
Capacity (veh/h)		228	454		12	854	1	-	
HCM Lane V/C Ratio	(0.528	0.073	+		0.048			
HCM Control Delay (s)		37.2	13.5			9.4	0	-	
HCM Lane LOS		E	В			A	A		
HCM 95th %tile Q(veh)		28	02			0.2			

Lavon Tract TIA 05/12/2021 2031 Background PM IMR

Synchro 10 Report Page 1

Lavon Tract TIA	2031 Background PM
HCM 6th TWSC	3: State Highway 205 & CR 485

Int Delay, s/veh	278.3							
Movement	WEL	WBR	NBL	NBR	SEL	SET		
Lane Configurations	Y	urbas.	† Ъ	MDR	I CHERK	44		
Traffic Vol. veh/h	103	157	1025	176	109	1302		
Future Vol. veh/h	103	157	1025	176	109			
Conflicting Peds, #/hr	103	157	1025	0	109	1302	Ļ	
Sign Control					-	0		
RT Channelized	Stop		Free	Free	Free	Free	2	
		None	57	None	-	Tione		
Storage Length	0	-	-	. 4	-	-		
Veh in Median Storage		- 31	0	-		0		
Grade, %	0	- 14	0		-	0		
Peak Hour Factor	99	99	99	99	99	99		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	104	159	1035	178	110	1315		
Mayor/Minor	Minort		haiont		Major?	-		
Conflicting Flow All	2002	607	0		1213		ļ	
Stage 1	1124	007	0	0	1213	0		
	878		12	-	1.7			
Stage 2 Critical Hdwy	6.84	6.94	•		4.14	-		
				-		i-		
Critical Hdwy Stg 1	5.84	-	-		•	-		
Critical Hdwy Stg 2	5.84		- 66			- 6		
Follow-up Hdwy	3.52	3.32	-	-	2.22	-		
Pot Cap-1 Maneuver	- 52	439	- 10	1.1	571	1		
Stage 1	272	•	-	-	-			
Stage 2	367	1						
Platoon blocked, %			-	-				
Mov Cap-1 Maneuver	~ 15	439			571			
Mov Cap-2 Maneuver	~ 15	-						
Stage 1	272			-	- 12			
Stage 2	105	-		14	-			
ologe z	103	-	-					
Appxoach	WB		NB		38			and the second second
HCM Control Delay.\$.	8049.3		0.		4.6			
HCMLOS	F					_		
days of some data set of the		NEW	-		100	1000		-
Minor Lane/Major Mvm		NBT	NBRM		SBL	1981		
Capacity (veh/h)		- 10	4	36	571			
HCM Lane V/C Ratio			-	7.295	0.193	-		
HCM Control Delay (s)		11.99	\$3	8049.3	12.8	3.9		
HCM Lane LOS				F	В	A		
ICM 95th %tile Q(veh)				31.5	07	100		and the second second
Inter	-	-	-			-		a contract the second states
Votes			-					

Lavon Tract TIA 05/12/2021 2031 Background PM IMR

2031 Background PM 4: CR 484 & CR 485

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	INBL	NBT	SBT	SBR
Lane Configurations	Y			đ	j.	
Traffic Vol veh/h	38	3	3	34	31	65
Future Vol, veh/h	38	3	3	34	31	65
Conflicting Peds, #/hr	6	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None	-	None		None
Storage Length	0	-		-		-
Veh in Median Storage,	# 0			0	0	8
Grade, %	0	-		0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	46	-4	4	41	37	78

Major/Minor I	Minor2		Major I	1	Aayor2	
Conflicting Flow All	125	76	115	0	-	0
Stage 1	76					
Stage 2	49	-	-	-	+,	
Critical Hdwy	6.42	6.22	4 12			
Critical Hdwy Stg 1	5.42	-		-		-
Critical Hdwy Stg 2	5.42	-				
Follow-up Hdwy	3.518	3.318	2.218	-	+)	10
Pot Cap-1 Maneuver	870	985	1474			
Stage 1	947	-	-	•		-
Stage 2	973				-	
Platoon blocked, %				-		ž.
Mov Cap-1 Maneuver	867	985	1474			
Mov Cap-2 Maneuver	867		-	(4)	-	
Stage 1	944					
Stage 2	973				e:	-
Approach	EB		NB		58	V 11
HCM Control Delay, s	94		0.6		0	
HCM LOS	A					
Minor Lane/Major Myr	K.	NEL	NET	ESLET	587	SBR
Capacity (veh/h)		1474		875		
HCM Lane V/C Ratio		0.002		0.056	-	
HCM Control Delay (s)		7.4	.0	9.4		
HCM Lane LOS		A	A	А	-	*2
HCM 95th %tile Q(veh)	0		0.2		

Lavon Tract TIA	05/12/2021 2	031 Background PM	
IMR			

Synchro 10 Report Page 3
 Lavon Tract TIA
 2031 Background PM

 HCM 6th TWSC
 5: CR 483 & State Highway 205

Intersection		1.51	-	341		
Int Delay, s/veh	1					
Movement	WELL	WBR	NB1	NBR	SBL	SBT
Lane Configurations	Y		↑ ₽		- State	44
Traffic Vol. veh/h	10	10	1164	10	10	1384
Future Vol. veh/h	10	10	1164	10	10	1384
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	1	None	1100	None	TIGU	None
Storage Length	0	-			-	
Veh in Median Storage,			0	-		0
Grade, %	0	1	0			Ő
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	11		1265	11	11	1504
	1.4.1		1200		17	1004
	hoar		NUE		states.	
Conflicting Flow All	2045	638	0	0	1276	0
Stage 1	1271			· •		
Stage 2	774		-	-	-	-
Critical Hdwy	6 84	6.94			4.14	
Critical Hdwy Stg 1	5.84	-	-	÷	-	
Critical Howy Stg 2	5 84		15			
Follow-up Hdwy	3.52	3.32	-	-	2.22	
Pot Cap-1 Maneuver	49	419		42	540	
Stage 1	227		-		-	141
Stage 2	415	-			10	
Platoon blocked, %						-
Mov Cap-1 Maneuver	43	419	100		540	
Mov Cap-2 Maneuver	43	-	14		- ANN	- 2
Stage 1	227	-				
Stage 2	364		1.			-
Otage 2	304	-	-			
	1000		-			_
Approach	WB		NB		SB	
HCM Control Delay, 8	68 1		0		0.8	
HCM LOS	F					
Miner Lane/Major Myrel		NBT	NAR	WBLn1	SBL	SBT
Capacity (veh/h)	1.1			78	540	-
HCM Lane V/C Ratio			-	0.279	0.02	1
		-			11.8	
HCM Control Delay (s)	-			68.1		0.7
HCM Lane LOS		-	-	F	В	A
HCM 95th %tile Q(veh)					0.0	

Lavon Tract TIA 05/12/2021 2031 Background PM IMR

Kimley»Horn

Synchro[™] Output - 2031 Background Plus Site Traffic

kimley-horn.com 13455 Noel Road, Two Galleria Office Tower, Suite 700, Dallas, TX 75240 972 770 1300

Intersection		×1	i i i	1	14,91							201
Intersection Delay, s/veh	10.9											
Intersection LOS	В	12.1		100								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEL	SBT	SBF
Lane Configurations		419			et þ			4.			4	
Traffic Vol. veh/h	43	103	22	0	359	0	71	15	0	17	36	135
Future Vol, veh/h	43	103	22	0	359	0	71	15	0	17	36	135
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0 74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	139	30	0	485	0	96	20	0	23	49	182
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	C
Approach	EB		du h		WB		NB		STREET.	SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	2				2		1			1		
Conflicting Approach Left	SB				NB		EB			WB	_	
Conflicting Lanes Left	1				1		2			2		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		2			2		
HCM Control Delay	10.6				10.6		10.9			11.8		_
HCM LOS	В				В		В			В	8464	
Long.		NBLn1	EBLn1	EBLn2	VUDI 64	WDI -0	en e					
Lane	10.0				WBLn1	WBLn2	SBLn1					
Vol Left, %		83%	46%	0%	0%	0%	9%				_	
Vol Thru, %		17%	54%	70%	100%	100%	19%	للتسييساني				
Vol Right, %		0%	0%	30%	0%	0%	72%	_				_
Sign Control	1000	Stop	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane LT Vol		86 71	95 43	74	180	180	188		_			_
				0	0	0	17					
Through Vol RT Vol		15	52	52	180	180	36					-
Lane Flow Rate		116	0 128	22	0	0	135	16 E	1000			
		2	128	99 7	243	243 7	254					
Geometry Grp Degree of Util (X)		0.202	0.229		7							
Departure Headway (Hd)		6.245	6.449	0.166 6.004	0.402 5.965	0.283 4.205	0.382 5.407	and the set of				_
Convergence, Y/N	-	0.245 Yes	Ves	0.004 Yes	o.900 Yes		and the second second				Street Re-	
Sonvergence, 1/N		Yes	res	Yes	Yes	Yes	Yes					

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

573

4.308

0.202

10.9

B

0.7

556

4.207

0.23

11.1

B

0.9

595

3.762

0.166

10

A

0.6

602

3.715

0.404

12.7

В

1.9

849

1.954

0.286

8.6

A

1.2

663

3.459

0.383

11.8

В

1.8

Cap

Service Time

HCM Lane V/C Ratio

HCM Control Delay

HCM Lane LOS

HCM 95th-tile Q

	≯		~	4	-	. 4	*	1	-	5	1	4
Lane Group	EB4.	EBI	ERF	WBL	WEI	WBR	NEL	NET	NBR	SBL	581	(.61
Lane Configurations	1	***	1	R	445	THE REAL	77	4	1		1	1.100
Traffic Volume (vph)	24	887	552	257	1005	0	1220	6	65	21	24	- 12
Future Volume (vph)	24	887	552	257	1006	Ő	1220	6	65	27	24	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Storage Length (ft)	150	1900	200	1500	1000	0	0	1800	150	0	1500	150
Storage Lanes	1		200	100	_	0	2		1	1	_	1
Taper Length (ft)	25		1	25		Ų	25		1	25		
Lane Util Factor	1.00	0.91	1.00	1.00	0 91	0.91	0.97	1.00	1.00	1.00	1.00	1.8
Eane Our Facility	1.00	0.91	0.850	1.00	0.91	0.91	0.97	1.00	0.850	1.00	0.943	1.0
	0.950		0.000	0 950	_		0 950		0.650	DOED	0.943	
Fit Protected		6005	4603		5005			4000	4000	0.950	4767	
Satd. Flow (prot)	1770	5085	1583	1770	5085	0	3433	1863	1583	1770	1757	
Fit Permitted	0 223	5005	4500	0 184	5085	D	0 730	4000	1583	0 753	4767	(
Satd. Flow (perm)	415	5085	1583	343	5085		2638	1863		1403	1757	
Right Turn on Red			Yes			Yes			Yes		40	Ye
Satd. Flow (RTOR)			498						82		16	_
Link Speed (mph)		30			50			45			- 30	
Link Distance (ft)		506			2334		_	2241	-		368	
Travel Time (s)		11.5			31.8		100100-001	34.0		10100	8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
Adj. Flow (vph)	26	964	600	279	1093	0	1326	7	71	29	26	16
Shared Lane Traffic (%)			1000	_			_		1175	100	_	_
Lane Group Flow (vph)	26	964	690	279	1093	0	1326	7		29	42	(
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	N
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Righ
Median Width(ft)		12		_	12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								-		June		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Turning Speed (mph)	15		9	15		9	15		9	15		2
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Lefl	Thru	Right	Left	Thru		Left	Thai	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		.0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.6	0.0	00	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			OHEX	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0	-		0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	P.I.I. Pr	2		1	6			4		1 0111	8	
	2	4	2	6			4	1.1	4	8	<u>N</u>	

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

Synchro 10 Report Page 1

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Lane Узопр	EØ;	EBT	EER	WEL	WEIT	WER	NBL	NBT	NBR	SBL	SBT	SBF
Detector Phase	5	2	2	1	6		4	4	4	8	8	-
Switch Phase			_							0		
Minimum Initial (s)	50	50	50	50	5.0		5.0	50	50	5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	23.5	23.5		23.5	23.5	23.5	23.5	23.5	
Total Split (s)	15.0	75.0	75.0	25.0	85 0		80.0	80.0	80.0	80.0	80.0	
Total Split (%)	8.3%	41.7%	41.7%	13,9%	47.2%		44.4%	44.4%	44.4%	44.4%	44.4%	
Maximum Green (s)	9.5	69.5	69 5	19.5	79.5		74.5	74.5	74 5	74 5	74.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	-	2.0	2.0	2.0	2:0	2.0	
ost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	55	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	
_ead/Lag	Lead	Lag	Lag	Lead	Lag		:9.a	0.0	0.0	9.0	0.0	
ead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
/ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode		CMax	C-Max		C-Max		None	None	None	None	None	
Nalk Time (s)	- Andrew	7.0	7.0	THUTTU	7.0		7.0	7.0	7.0	7.0	7.0	
lash Dont Walk (s)		110	11.0		110		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	76.9	70 1	70.1	94.5	86.8	-	74 5	74 5	74 5	74.5	74.5	
Actuated g/C Ratio	0.43	0.39	0.39	0.52	0.48		0.41	0.41	0.41	0.41	0.41	
/c Ratio	0.11	0.49	0.65	0.85	0.45		1.22	0.01	0.41	0.41	0.41	
Control Delay	22.8	42.5	11.0	48.1	32.2		149.9	31.2	4.4	32.1	21.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	_	0.0	0.0	4.4	0.0		
Total Delay	22.8	42.5	11.0	48.1	32.2		149.9	31.2	4.4		0.0	
OS	C	72.0 D	8	40.1 D	52.2 C	-	143.9 F	31.Z	4.4	32.1	21.5	
Approach Delay	v	30.3	0	U	35.4	_	- TC		(AA)	С	C	
Approach LOS		30.5 C			50.4	_	_	142.0			25.8	_
ntel/section Gurantiany		19			, U			.e	_		3	_
	Other		_						-	-	_	-
Cycle Length: 180	Shirth					-						
Actuated Cycle Length 180	1	-									_	
Offset: 0 (0%), Referenced		-GDTI or	d 6-MRT	Startin	Croon							
latural Cycle 110	to phase z		Q 0. WD 1		Gleen							
Control Type: Actuated-Con	rdinated											
laximum v/c Ratio 1 22	Julialed	-	-		-	_						
ntersection Signal Delay; 6	79				tersectior	100.5						
ntersection Capacity Utiliza					CU Level of							

Splits and Phases: 1: State Highway 205 & State Highway 78

101		104
Mar		
A 315 4	P 200 (R)	€18

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

2031 Background+Site AM 2: Presidents Boulevard & Main Street

Intersection	474.0	-	-	-	_	_
nt Delay, s/veh	174.5			-		
Vovement	E81	EBR	WELL	WEIT	NEEL	NBR
Lane Configurations	Į.			4	1	"
Traffic Vol. veh/h	132	197	155	539	278	186
Future Vol, veh/h	132	197	155	539	278	186
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	•	None		None
Storage Length	-		11	-	0	0
Veh in Median Storage	. # 0	-	Ξ.	0	0	
Grade, %	0			0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	. 2	2	2	2	2	2
Mymt Flow	165	246	194	674	348	233
Major/Minor	Major 1		Manorz		Minnie	
Conflicting Flow All	0	0	411	0	And in case of the local division of the loc	288
Stage 1	-			-	288	
Stage 2				-	1062	
Critical Hdwy			4.12	-		6.22
Critical Hdwy Stg 1		-			. 5.42	-
Critical Hdwy Stg 2			4		5.42	1.0
Follow-up Hdwy			2.218		3.518	3,318
Pot Cap-1 Maneuver			1148		~ 166	751
Stage 1	-					-
Stage 2					- 332	
Platoon blocked, %					Contraction in the	-
Mov Cap-1 Maneuver		22	1148		~ 121	751
Moy Cap-2 Maneuver	1	14	-		~ 121	-
Stage 1						- 12
Stage 2		74			- 242	
oldye z			-		242	
A	EB	-	WB	-	NB	
Approach	0	-	2		556.3	
HCM Control Delay, s	U		ik.	3		
HCM LOS	_				F	
Minor Cane Major Mvn	1	HELEL	NBLn2	EBT	EBR	
Capacity (veh/h)		121	751			
HCM Lane V/C Ratio		2.872	0.31	-		0.169
HCM Control Delay (s)	5	920.5	11.9		•	8.8
HCM Lane LOS		F	В	100	-	А
HCM 95th %tile Q(veh	}	32.3	1.3			06
Notes			1022	-		
INUTARS :						

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR Synchro 10 Report Page 1

Lavon Tract TIA	2031 Background+Site AM
HCM 6th TWSC	3: State Highway 205 & CR 485

Intersection	000		-					_
nt Delay, s/veh	230	_		_	_			
Novemeni	WHL	WPR	NET	相劃	SBL	SET		
Lane Configurations	7	1	作			44		
Traffic Vol. veh/h	286	320	1003	99	64	945		
Future Vol, veh/h	286	320	1003	99	64	945		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized		None		None		None		
Storage Length	0	0						
Veh in Median Storage	,# 0		0			0		
Grade, %	0	- 14	0			0	_	
Peak Hour Factor	94	94	94	94	94	94		
Heavy Vehicles, %	2	2	2	2	2	2		
Mymt Flow	304	340	1067	105	68	1005		
						1903		
Marca Marca			To be a		and the second		-	
	Anor1		Inojek		Major 2			
Conflicting Flow All	1759	586	0	0	1172	0	_	_
Stage 1	1120							
Stage 2	639			-	+	*	_	_
Cntical Hdwy	6 84	6 94	14		4 14	141		
Critical Hdwy Stg 1	5.84	-	_ G•	+		-		
Cntical Hdwy Stg 2	5 84	•						
Follow-up Hdwy	3.52	3.32	0.	-	2.22			
Pot Cap-1 Maneuver	~ 76	454			592	Ŧ		
	~ 274	•				10		
Stage 2	488							
Platoon blocked, %								
Mov Cap-1 Maneuver	~ 56	454			592			
Mov Cap-2 Maneuver	~ 56	-	6	-	-	-		
	~ 274					4		
Stage 2	361					14		
		-	-	-	1000		-	_
A ₁ proach	WB		NB		SB	-	1941	-
HCM Control Delay, \$ 1			0		21			
HCM LOS	F		_		_	_	_	
							-	
Minor Lane/Major Mym		NBT	NBR	VELINIV	VBt n2	SBL	SBT	
Capacity (veh/h)				56		592		
HCM Lane V/C Ratio				5.433		0.115		
HCM Control Delay (s)				2140 1	33 1	11.9	1.4	
HCM Lane LOS				2 140 F	33 I D	H.9	A	
HCM 95th %tile Q(veh)				34.4	6.2	0.4	A	
				34 4	0.2	0.4		
Notes								
- Volume exceeds cap	noitu	¢. D.	alou ox	ceeds 3	000	+ Con		

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

2031 Background+Site AM 5: CR 483 & State Highway 205

Intersection int Delay, s/veh 1.5 Movement WEL WER NET NER SBT ¥ ● 1086 13 9 1210 Lane Configurations Traffic Vol, veh/h 25 9 1086 13 9 1210 Future Vol, veh/h 25 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free RT Channelized None None None Storage Length0Veh in Median Storage. #0 0 -. 0 . 0 0 - 0 - 0 92 92 92 92 92 92 2 2 2 2 2 2 2 Grade, % Peak Hour Factor 92 Heavy Vehicles, % 27 10 1180 14 10 1315 Mymt Flow

Major/Minoi	Minor1	1	Majori	111	Vlajor2	
Conflicting Flow All	1865	597	0	0	1194	0
Stage 1	1187				÷.	
Stage 2	678	-			-	-
Critical Hdwy	6 84	6.94	-		4.14	1. 34
Critical Hdwy Stg 1	5.84			•		
Critical Hdwy Stg 2	5.84					
Follow-up Hdwy	3.52	3.32	•	•	2.22	-
Pot Cap-1 Maneuver		446			580	1
Stage 1	252	-	-	-	-	-
Stage 2	466				1.0	R
Platoon blocked, %			59			-
Mov Cap-1 Maneuve		446			580	
Mov Cap-2 Maneuve		-	12	-	-	-
Stage 1	252					
Stage 2	436	-	- 54	1.4		-
Approach	WB		NB		SB	
HCM Control Delay,	87.2		0		0.5	
HCM LOS	F					
Minor Lane/Major NV	TA	NBT	NBRW	BLal	SBL	SBT
Capacity (veh/h)		4		78	580	•)
HCM Lane V/C Ratio		-	(#		0.017	
HCM Control Delay (:	5)			87.2	11.3	04
HCM Lane LOS				F	В	Α
HCM 95th %tile Q(ve	h)			2	0.1	

Lavon Tract TIA	05/07/2021	1 2031 Background+Site AM	ł
IMR			

Synchro 10 Report Page 3 Lavon Tract TIA HCM 6th TWSC 2031 Background+Site AM 9: Drive 1 & CR 485

Intersection	0.0		_		_	-
Int Delay, s/veh	0.9	_				
Movement	EBT	EBR	WET	WBI	NEL	NBR:
Lane Configurations	45			41	Y	
Traffic Vol. yeb/h	100	授	6	604	53	0
Future Vol. veh/h	100	12	6	604	53	Ő
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	1100		Tice	None		None
Storage Length		NONE		HUILG	0	- strine
Veh in Median Storage.		-		0	0	
Grade, %	0			0	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	13	7	657	58	0
Major/Minor M	taxet.		fajor?		Minor()	-
Conflicting Flow All	0	0	122	0	459	61
Stage 1	v	0	122			01
Stage 2	-	- 4			343	
Critical Holwy		-	4.14	-	6.84	6.94
		1.1		1		
Critical Hdwy Stg 1	-	-	-	-	5.84	•
Cotical Hdwy Stg 2	2		.00		5.84	
Follow-up Hdwy	-	-	2.22	-		3.32
Pot Cap-1 Maneuver	2		1463			991
Stage 1	-	-	-	-	896	
Stage 2				1.1.2	690	
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver			1463		527	991
Mov Cap-2 Maneuver					527	-
Stage 1					896	
Stage 2					684	
Otage 2		-			004	
Approact	83		WB		NB	
HCM Control Delay, s	0		0.1		12.7	
HCM LOS					В	
Minor Lane/Major Myna	-	Netor	EBT	EBR	WBL.	WBT
				CON		_
Capacity (veh/h)		527	14	P	1463	20
HCM Lane V/C Ratio	_	0.109	. 0	-	0.004	
		12.7			7.5	. Ü
HCM Control Delay (s)		14.1			10.00	
HCM Control Delay (s) HCM Lane LOS		B		-	A	A

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

2031 Background+Site AM 10: CR 484 & Drive 2

Intersection		-					1 Calman				-			2.0
Int Delay, s/veh	4.8													
Movement	EBL	EBI	EBR	WEL	WET	WBR	NBL	NBT	MBR	SEL	SBI	GBR		
Lane Configurations		-			4			10			4			
Traffic Vol. veh/h	18	0	7	11	0	53	2	16	4	18	61	6		
Future Vol, veh/h	18	0	7	- 11	0	53	2	16	4	18	61	6		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized			None			None			None			None		
Storage Length	-	-	-	-		-	-	-	-	-	-			
Veh in Median Storage	.# .	.0		-	0			0			0			
Grade, %	-	0	-	-	0		-	0	-	-	0	-		
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2		
Mymt Flow	20	0	8	12	0	58	2	.17	4	20	66.	7		
Major/Miner 1	Minor?			Minorill	100		Makur 1	1	A	Asion?		- H- K		
Conflicting Flow All	162	135	70	137	136	19	73	0	0	21	0	0		
Stage 1	110	110		23	23	1	(4)		1.64			- E		
Stage 2	52	25		114	113			14				-		
Critical Hdwy	7 12	6 52	6.22	7 12	6.52	6 22	4 12			4.12				
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52							-		
Critical Hdwy Stg 2	6.12	5 52		6.12	5 52								_	
Follow-up Hdwy		4.018	3.318	3.518	4.018	3.318	2.218		-	2.218		-		
Pot Cap-1 Maneuver	803	756	993	834	755	1059	1527			1595				
Stage 1	895	804	-	995	876					-	_			
Stage 2	961	874		891	802				77	- Pa1	3	22		
Platoon blocked, %												-		
Mov Cap-1 Maneuver	752	745	993	819	744	1059	1527	14	- G	1595	1			
Mov Cap-2 Maneuver	752	745	-	819	744		-			-		-		
Stage 1	894	794		994	875					100		1.		
Stage 2	908	873		873	792									
												_	-	
Approach	EB			WB	-		NB			58				
HCM Control Delay, s	9.6			8.8		-	0.7			15				
HCM LOS	A			A			inter)			iner.				
														7
Minor Lane/Major Mvn	4	NEL	MET	NER	BiaW	VBLit1	SBL	SHT	SBR		-			
Capacity (veh/h)		1527		-	807	1008	1595		1				0.0	
HCM Lane V/C Ratio		0.001				0.069		14	14					
HCM Control Delay (s)		74	0		9.6	8.8	73	0						
HCM Lane LOS		A	Ă		A	A	A	Ä	-					
ICM 95th %tile Q(veh)		0			01	0.2	0	~						_

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

Synchro 10 Report Page 5

Lavon Tract TIA	2031 Background+Site AM
HCM 6th TWSC	11: CR 484 & Drive 3

Cash and a second second	_					
Intersection Int Delay, s/veh	2.1				-	
				_		
Movement	WEH	WBR	HET	NRR	SPL	SBT
Lane Configurations	Y		T+			4
Traffic Vol. with/b	- 35	.0	55	6		78
Future Vol, veh/h	35	0	55	6		78
Conflicting Peds, #/hr		0	0	0		0
Sign Control	Stop	Stop	Free	Free		Free
RT Channelized	-	None		None		None:
Storage Length	0	-				
Veh in Median Storage		-				0
Grade, %	0		0	-		0
Peak Hour Factor	92	/92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	38	0	60	7		85
	-					
MajorWindo	Minor		1.ojeM	1	Mison?	
Conflicting Flow All	163	64	0	0		0
Stage 1	64	04	U			U
Stage 1	99	1.1				
		100 100		-	-	
Critical Hdwy	6.42	6.22	10		412	
Critical Hdwy Stg 1	5.42	-	1	-	-	÷
Critical Hdwy Stg 2	5.42		-		s., 14	
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	828	1000	1.1		1635	
Stage 1	959	-	(e.	-	-	(e)
Stage 2	925	-	1.1			
Platoon blocked, %		_		-		-
Mov Cap-1 Maneuver	824	1000			1535	
Mov Cap-2 Maneuver	824	14	-	-		-
Stage 1	959					-
Stage 2	920	-	-	1	-	-
Approach	- 105	-	NB		SE.	-
HCM Control Delay, s	9.6		0		0.5	
HCM LOS	A		0		9.0	
	- M		-			-
					-	N.M. O.L.
Million LaberMajor Mill	N	NBT	NBRY		SEL	SBT
Capacity (veh/h)				824	1535	
HCM Lane V/C Ratio		-	-	0.045	0.004	-
HCM Control Delay (s)				9.6	74	0
HCM Lane LOS		-		А	А	A
HCM 95th %tile Q(veh	0.0			0.1	0	
	1.1				-	-

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

2031 Background+Site AM 12: Drive 4 & CR 485

Intersection						
int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBI	NBL	NBR
Lane Configurations	4%			44	Y	
Traffic Vol, veh/h	29	18	0	307	53	0
Future Vol. veh/h	29	18	0	307	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sian Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	1100	None	1100	None		None
Storage Length	-	/ torito		-	0	
Veh in Median Storage,				0	0	
Grade. %	# 0	24 24		0	0	
Grade, % Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	20	0	334	58	0
Major/Minor M	ajori	4	ABJ072		Inont	_
Conflicting Flow All	0	0	52	0	209	26
Stage 1	0	U	52	0	42	20
	- 2		1.4		167	
Stage 2		•	-	10		
Critical Hdwy			清清		6.84	5.94
Critical Hdwy Stg 1		•	•	-		-
Cirtical Hdwy Stg 2					5.84	
Follow-up Hdwy		-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver			1552		760	1044
Stage 1			-		975	
Stage 2					845	
Platoon blocked, %					010	
Mov Cap-1 Maneuver			1552		760	1044
Mov Cap-2 Maneuver	- 0		1960		760	106320
					975	-
Stage 1		17				=
Stage 2	- ¥	-			845	-
			-			
Approach	EB:	10	WB.		NE	
HCM Control Delay, s	0		0		10.1	
HCM LOS	-				8	
HOM LOO					U	
	_					
Minor Lane Major Mom	1	illin1	181	-EBH	WBL	WBI
Capacity (veh/h)		760			1552	
HCM Lane V/C Ratio		0.076	-	-	-	-
HCM Control Delay (s)		10 1		-	0	-
HCM Lane LOS		В	-	-	Α	- 23
HCM 95th %tile Q(veh)		02			0	
ion built totale all only		ų L				

Lavon Tract TIA 05/07/2021 2031 Background+Site AM

Synchro 10 Report Page 7

Lavon Tract TIA	2031 Background+Site AM
HCM 6th TWSC	13: CR 485 & Drive 5

Intersection						
Int Delay, s/veh	0.8					
Movement	ERL	EBT	WBT	WHR	SH	SHR
Lane Configurations	a transfer	41	41		W	ar los s
Traffic Vol. veh/h	6	23	289	2	7	18
Future Vol, veh/h	6	23	289	2	7	18
Conflicting Peds #/hr	ő	0	0	Ō	0	0
Sian Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	1100	None	1100		Otop	None
Storage Length		-	_	-	0	HARANE.
Veh in Median Storage	# .	0	0	-	0	
Grade, %		0	0		0	
Peak Hour Factor	92	92	92	92	92	92
		92				
Heavy Vehicles, %	2		2	2	2	2
Mvmt Flow	7	25	314	2	8	20
Major Minor A	Tropsk		fajor2		Andi2	
Conflicting Flow All	316	0		0	342	158
Stage 1	1				315	
Stage 2					27	-
Critical Hdwy	4 14	-			5.64	6.94
Critical Howy Stg 1		-		-	5.84	0,94
Critical Hdwy Stg 2		-	-		5.84	
	2.22					
Follow-up Hdwy		-			3.52	3.32
Pot Cap-1 Maneuver	1241		12		628	859
Stage 1	-	-	-		713	-
Stage 2	1.1	14			992	
Platoon blocked, %		-	140			
Mov Cap-1 Maneuver	1241	1			624	859
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1				-	709	
Stage 2					992	
ourgo z					UUL	
Revenue	88	110	10.00	-	SB	
Approach:	16		WB		9.8	
HCM Control Delay, s	1.6		0			
HCM LOS	_				A	
			in the second	-	-	
Mioor Lane/Mayor Myrrs		EBL	EBT	WBT	WER	
Capacity (veh/h)		1241				777
HCM Lane V/C Ratio		0.005		-		0.035
HCM Control Delay (s)		7.0	0	1.5		9.8
HCM Lane LOS		A	A	-		A
HCM 95th %the Q(veh)	1	6	13			0.1

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

Lavon Tract TIA	
HCM 6th TWSC	

2031 Background+Site AM 14: Drive 6 & CR 485

Intersection												110		1100
Int Delay, s/veh	4.8													
Movement	F.F.L	EBT	PBR	WEL	WET	WER	NBL	NET	NBR	SHL	SEL	SER		
Lane Configurations		410	9		414			4			4			
Traffic Vol. veh/h	42	51	12	2	131	0	- 35	Ő	7	0	0	125		
Future Vol. veh/h	42	51	12	2	131	0	35	0	7	0	0	125		
Conflicting Peds. #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized			None			None			None			None		
Storage Length						-	-	-	-	-	-			
Veh in Median Storage	. # .	0			0	-		0			0			
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-		
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92		
Heavy Vehicles, %	2	2		2	2	2	2	2	2	2	2	2		
Mymt Flow	46	55		2	142	0	38	0	8	0.	0	136		
			-											
Majot/Minor N	Aajor1		- 0	Aajor2		1	dinor1			hor.		-		
Conflicting Flow All	142	0	0	68	0	0	229	300	34	266	306	71		
Stage 1							154	154		146	146			
Stage 2			-	-		-	75	146	-	120	160	-		
Critical Hdwy	4.14		1.1	4 14			7.54	6.54	6.94	7.54	6.54	6.94		
Critical Howy Stg 1	-	-		14		-	6.54	5.54		6.54	5.54			
Critical Hdwy Stg 2							6 54	5 54		6 54	5.54			
Follow-up Hdwy	2.22		-	2.22			3.52	4.02	3.32	3.52	4.02	3.32		
Pot Cap-1 Maneuver	1438			1531			707	611	1032	665	606	977		
Stage 1	-			-			833	769	-	842	775			
Stage 2	1.0						926	775		872	764			
Platoon blocked. %														_
	1438			1531	1		593	590	1032	643	585	977		
Mov Cap-2 Maneuver	-		_	14.4			593	590		643	585			
Stage 1			-		1	-	806	744		814	774	- 22		
Stage 2		24	-		-		796	774		837	739	_		
ougo 2										001				
Approach	ER			WB		1.7	NB		26	-58		100.00		
HCM Control Delay, s	3			0.1			11.1			9.3				
HCM LOS			-				В	_		A		_		
			0.04	eor	11 MA-	WBL	MHO T	WBR	COL et	_				
Minor Lane Milyor Mvitr	-	C20	EEL 1438	EBI	EBH	1531	WBT	AADIN	977					
Capacity (veh/h)		638			-									
HCM Lane V/C Ratio			0.032	0		0.001	0		0.139	_			_	
HCM Control Delay (s)		1111	7.61											
HCM Lane LOS		В	A	A	-	A	A	-	A					
HCM 95th %tile Q(veh)		02	01			0			0.5					

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

Synchro 10 Report Page 9

Lavon Tract TIA	2031 Background+Site AM
HCM 6th TWSC	15: Drive 7 & CR 485

	_	_		_		_
lider.ec.aor				1		
Int Delay, s/veh	2.2					
Movement	ERI	ERM	WP	WBT	NEL	NRR
Lane Configurations	4ħ	and the second second		470	Y	
Traffic Vol veh/h	46	12	4	99	35	11
Future Vol, veh/h	46	12	4	99	35	11
Conflicting Peds. #/hr	0	0	00	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	-	None	otop	None
Storage Length					0	11016
Veh in Median Storage.	# 0		- 0	0	Ő	
Grade, %	0		1	0	0	
Peak Hour Factor	92	92	92	92	92	-92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	50	13	4	108	38	12
INTATUL L ICHA	00	12	4	100	20	-14
				_		
Major RAmor N	ajort		hajor2		Hinor	
Conflicting Flow All	0	0	63	0	119	32
Stage 1					57	
Stage 2		-		-	62	-
Critical Hdwy			4.14		6.84	6.94
Critical Hdwy Stg 1	-	-			5.84	-
Critical Hdwy Stg 2					5.84	
Follow-up Hdwy		-	2.22		3.52	3.32
Pot Cap-1 Maneuver	-	-	1538		864	1035
Stage 1		-	-to atri		959	1000
Stage 2			-		953	
Platoon blocked, %			53		900	
		-	1000	•	201	100011
Mov Cap-1 Maneuver	- ÷		1538		861	1035
Mov Cap-2 Maneuver		-	-	-	861	
Stage 1				(a)	959	12
Stage 2	(a)	- F	-	- (#)	950	- 14
and the second second						
Approach	18		We		NB	
HCM Control Delay, s	0	-	0.3		9.3	
HCM LOS	U		10.0		A	
HUM LUS		_			A	
Misci Lorie/Major Myrra	010.0	NBLn1	E87	EBR	WHL	WBT
Capacity (veh/h)		897		-	1538	
	_	A Dec		-	0.003	-
		0.056				
HCM Lane V/C Ratio		0.056	+			0
HCM Lane V/C Ratio HCM Control Delay (s)		93		-	7.3	0
HCM Lane V/C Ratio				-		0 A

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

Lavon Tract TIA	2031 Background+Site AM
HCM 6th TWSC	16: CR 483/Presidents Boulevard & Drive 8

-	_					_
Intersection	200	-				
Int Delay, s/veh	1.7					
		-	AUPP	LIPPE	2121	SBR
Movement	EPL	北国	WEL	NBT		SBM
Lane Configurations	Y			भ	10	
Traffic Vol, veh/h	11	0	0	33		4
Future Vol, veh/h	11	0	0	33	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	e. # 0			0	0	
Grade, %	0		-	Ō	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	12	Ð	0		11	4
WWTEL / KOW	12	U	0		- 41	-4
Major/Minor	Minor2	1	Mapuri	8	Aarur 2	
Conflicting Flow All	49	13	15	0		0
Stage 1	13					
Stage 2	36					
Critical Howy	6.42	6.22	4 12			
Critical Hdwy Stg 1	5.42	-				
Critical Hdwy Stg 2	5 42					
Follow-up Hdwy	3.518	3.318	0.010	-		- 12
	960	1067	1603	-		
Pot Cap-1 Maneuver			1003			
Stage 1	1010	-	-	-	1	
Stage 2	986	1.15				55
Platoon blocked, %				-		.*
Mov Cap-1 Maneuver	960	1067	1603			-
Mov Cap-2 Maneuver	960	100	-	-	-	
Stage 1	1010					
Stage 2	986		-			- 12
otago 1	505					_
	10.00		Picket I	_	-	_
Approach	EB	_	NB		58	
HCM Control Delay, s	8.8		0		0	
HCM LOS	A					
March 1 and 1 and 1 and		WEE	AID T	ERAL	SBL	SHR
Minor Lane/Major Myn	<u>n</u>		PHOT		901	
Capacity (veh/h)	_	1603		960	5	
HCM Lane V/C Ratio		-	-	0.012		
HCM Control Delay (s)		0		8,8		
HCM Lane LOS		A	-	Α	÷	-
HCM 95th %tile Q(veh)	0		0		

Lavon Tract TIA 05/07/2021 2031 Background+Site AM IMR

Intersection	ie 90							No.	-			
Intersection Delay, s/veh	12.5											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		412			414		11 Lo to	4	1 Harris	0.02	4	ODIA
Traffic Vol, veh/h	57	342	61	0	234	0	49	34	0	56	50	107
Future Vol, veh/h	57	342	61	0	234	0	49	34	0	56	50	107
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	· 2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	412	73	0	282	0	59	41	0	67	60	129
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Approach	EB				WB	5 - E.	NB	1,111	1000	SB		
Opposing Approach	WB				EB		SB			NB		
Opposing Lanes	2				2		1			1		
Conflicting Approach Left	SB				NB		EB			WB		
Conflicting Lanes Left	1				- 1		2			2		
Conflicting Approach Right	NB				SB		WB			EB		
Conflicting Lanes Right	1				1		2			2		
HCM Control Delay	13.8				10		11.1			13.1		
HCM LOS	В				A		В			B		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	59%	25%	0%	0%	0%	26%
Vol Thru, %	41%	75%	74%	100%	100%	23%
Vol Right, %	0%	0%	26%	0%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	228	232	117	117	213
LT Vol	49	57	0	0	0	56
Through Vol	34	171	171	117	117	50
RT Vol	0	0	61	0	0	107
Lane Flow Rate	100	275	280	141	141	257
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.183	0.47	0.454	0.252	0.183	0.417
Departure Headway (Hd)	6.577	6.157	5.843	6.446	4.678	5.845
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Сар	542	582	615	554	760	613
Service Time	4.656	3.915	3.601	4.217	2.448	3.907
HCM Lane V/C Ratio	0.185	0.473	0.455	0.255	0.186	0.419
HCM Control Delay	11.1	14.3	13.4	11.4	8.5	13.1
HCM Lane LOS	В	B	В	В	A	В
HCM 95th-tile Q	0.7	2.5	2.4	1	0.7	2.1

	_الحر		N	-	-	- A .	1	1	r	1	1	1
Eane Group	EBL	1681	EBR	WELL	West	WER	NBL	MBT	NER	SBL	SBT	SBR
Lane Configurations	*	***	1	R	***	and the second	99		1	9	74	-
Traffic Volume (vph)	62	1951	950	340	1928	0	1004	†	112	47	59	g
Future Volume (vph)	62	1951	950	340	1928	0	1004	6	112	47	59	g
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	1000	200	150	1.3150-07	0	0	. Tarket	150	0	1000	0
Storage Lanes	1		1	1		0	2	-	1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1 00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1:00	1:00
Fit	100	1000	0.850	1.44	100.01	A 10-			0.850	110.0	0.980	119/10
Fit Protected	0.950		0.000	0.950			0.950		51000	0.950	0.000	
Satd. Flow (prot)	1770	5085	1583	1770	5085	0	3433	1863	1583	1770	1825	0
Fit Permitted	0.058	0000	1000	0.053	0000		0.709	1000		0 753	10.0	
Satd. Flow (perm)	108	5085	1583	99	5085	0	2562	1863	1583	1403	1825	0
Right Turn on Red	100	-2460	Yes	00	0000	Yes	1991	1000	Yes	1100	1020	Yes
Sald. Flow (RTOR)			390			11.00.07			122		5	1 60
Link Speed (mph)		30	0.00	1.200	-50		-	45	144		30	
Link Distance (ft)		506			2334			2241			368	
Travel Time (s)		11.5			31.8			34.0			8.4	-
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adi Flow (vph)	67	2121	1033	370	2096	0.52	1091	7	122	51	64	10
Shared Lane Traffic (%)	01	2121	1000	570	2000	Ģ	1007		166	31	04	10
Lane Group Flow (vph)	67	2121	1033	370	2096	0	1091	7	122	51	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Leff	Left	Right	Left	Left	Right
Median Width(ft)	LGH	-12	rugin	LGI	12	150 Here	1.01	24	15 Mile	LGII	24	(APPLIE
Link Offset(ft)		0			0			0			0	-
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	1.00	9	15	1.00	9	15	1.00	9	15	1.00	9
Number of Detectors	1	2	1	15	2	CARL	1	2	1	1	2	14
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	-
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	. 0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	-
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel	UPTEX	UITLA	CITLA	UMEX	CITCA		UTCA	UITLA	CITEX	UITEX	CITEX	-
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	_	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	0.0	94	0.0	0.0	94		0.0	94	0.0	0.0	94	and the second s
Detector 2 Size(ft)		6			54			6			94 6	
Detector 2 Type		CI+Ex			CI+Ex			CHEX			CHEX	
Detector 2 Channel		UTLX			CHAFX.			TOTAL A			DINEA	-
Detector 2 Extend (s)		0.0		-	8.0			0.0			0.0	-
Furn Type	pm+pt	NA	Pemi	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	pm+pt 5	2	r enn	Putter	6		reim	4	1-6111	-enti	NA B	
											U.	

Lavon Tract TIA 05/07/2021 2031 Background+Site PM IMR

Synchro 10 Report Page 1

	٨	_ ⊢	7	*	-	. 🔨	1	Ť	r	1	Ļ	4
Lane Group	EBL	E81	EBR	WBL	WEI	WEEK	NEL	NBI	NER	SBE	SBT	SBR
Detector Phase	5	2	2	1	6		4	4	4	8	8	
Switch Phase						_					Ū	
Minimum Initial (s)	50	5.0	50	5.0	5.0		5.0	5.0	5.0	5.0	50	
Minimum Split (s)	10.5	23.5	23.5	23.5	23.5		23.5	23.5	23.5	22.5	22.5	
Total Split (s)	150	75.0	75 0	25.0	85.0		80.0	80.0	80.0	80.0	80.0	
Total Split (%)	8.3%	41.7%	41.7%	13.9%	47.2%		44.4%	44.4%	44.4%	44.4%	44.4%	
Maximum Green (s)	9.5	69.5	69.5	19.5	79.5		74 5	74.5	74 5	75.5	75 5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	20	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	55		5.5	5.5	55	45	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		100.00					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	_
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	1	11.0	110		11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	77.9	69.5	69 5	94 5	80.6		74.5	74.5	74 5	75.5	75.5	
Actuated g/C Ratio	0.43	0.39	0.39	0.52	0.45	_	0.41	0.41	0.41	0.42	0.42	
v/c Ratio	0.54	1.08	1.22	1.59	0.92		1.03	0.01	0.17	0.09	0.10	
Control Delay	44.5	97.1	136.6	320.5	54.5		86.0	31.2	5.2	32.1	29.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	44.5	97.1	136.6	320.5	54.5		86.0	31.2	5.2	32.1	29.9	
OS	D	Ŧ	F	F	Ð		F	C	A	C	0	
Approach Delay		108.7			94.4			77.6			30.8	
Approach LOS		(F			ŧ			E			C	
ntersection Sammary	100			100		1.514				in the		
Area Type:	Other						-			_		
Cycle Length: 180												
Actuated Cycle Length 18	0							_				
Offset: 0 (0%), Referenced	to phase 2	EBTL ar	d 6:WBT	L, Start o	f Green							_
Natural Cycle 140												
Control Type: Actuated-Co	ordinated											_
Maximum v/c Ratio. 1.59							_					
ntersection Signal Delay: 9	96.9			Ir	tersection	LOS: F						
ntersection Capacity Utiliz		0/2			CU Level o		G					

Splits and Phases: 1: State Highway 205 & State Highway 78

√01 →02(R)	10 B4
95 V 08 (R)	€ BS

Lavon Tract TIA 05/07/2021 2031 Background+Site PM IMR

2031 Background+Site PM 2: Presidents Boulevard & Main Street

			_			_	
Intersection							
Int Delay, s/veh	6						
Movement	EBT	EBR	WEL	WBT	NBL	NBR	(
Lane Configurations	30			4	3	1	
Traffic Vol, veh/h	522	163	55	283	117	40	
Future Vol, veh/h	522	163	55	283	117	40	
Conflicting Peds. #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None		None		None	
Storage Length		-		-	0	0	
Veh in Median Storag	E. # 0		1.12	0	0		
Grade, %	0			Õ	Ű		
Peak Hour Factor	88	88	88	88	88	88	
Heavy Vehicles. %	2	2	2	2	2	2	
Mymt Flow	593	185	63	322	133	45	
NUMBER OF	292	103	03	JEL	100	. tot	
No. of Concession, Name							
	Major1		Major2		Matori	600	
Conflicting Flow All	0	0	778	0	1134	686	
Stage 1	- 5				686		
Stage 2		-	-	-	448	-	_
Critical Hdwy	-		4.12	-		6.22	
Critical Hdwy Stg 1	-		14		5.42	-	_
Critical Howy Stg 2			0.045		5.42	0.040	
Follow-up Hdwy	-	-	2.218	-	3.518		_
Pot Cap-1 Maneuver			8,39	1	224	-447	
Stage 1	-			-	500		
Stage 2	-	12.5			644	2	
Platoon blocked, %	2	12		12	·	_	
Mov Cap-1 Maneuver			839		204	447	
Mov Cap-2 Maneuver		14	-	(#	204	-	
Stage 1			-		500		
Stage 2		-	-	1.0	585	•	
Approists	88		WB	2 - 7	NB	=7.1	100
HCM Control Delay, s			1.6		413		
HCM LOS	U		1.9		E		
TOW LOD					C		
						-	
Miller Langestajo Rea	H	NBLn1		EBT	EBF	WBL	WBT
Capacity (veh/h)		204	447			839	
HCM Lane V/C Ratio		0.652	0.102			0.074	
HCM Control Delay (s)	50 7	14			9.6	0
HCM Lane LOS		F	В			Α	Α
HCM 95th %tile Q(veh	1)	39	03			0.2	

Lavon Tract TIA 05/07/2021 2031 Background+Site PM IMR

Synchro 10 Report Page 1

Lavon Tract TIA	2031 Background+Site PM
HCM 6th TWSC	3: State Highway 205 & CR 485

Intersection Int Delay, s/veh	3.6					-						
		_	_		_	_						
Movement	WEL			NRR	SEL	SBT			1			
Lane Configurations	1	1	*ħ			44						
Traffic Vol. veh/h	194	260	1025	311	206	1302						
Future Vol, veh/h	194	260	1025	311	206	1302						
Conflicting Peds. #/hr		(0)	0	0	0	0						
Sign Control	Stop	Stop	Free	Free	Free	Free						
RT Channelized		None		None		None						
Storage Length	0	0										
Veh in Median Storage	,# 0	-	D			0						
Grade, %	0		0			0						
Peak Hour Factor	99	99	99	99	99	99						
Heavy Vehicles, %	2	2	2	2	2	2				-		
Mymt Flow	196	263	1035	314	208	1315	1.0				_	_
	1.70	200	1000	014	500	1313						
				-	-	_				_	_	
	Minort		Aajoc1-		Magoriz							
Conflicting Flow All	2266	675	0	0	1349	0						
Stage 1	1192											
Stage 2	1074	-				-						
Critical Howy	6 84	6 94			4 14							
Critical Hdwy Stg 1	5.84	-		-	CT NICE	-						
Critical Hdwy Stg 2	5 84				- 2	1						
Follow-up Hdwy	3.52	3.32		-	2.22	-						
Pot Cap-1 Maneuver	- 34	396	-		506				_			
Stage 1	250	-	-									
Stage 2	289		-						-	-		
Platoon blocked, %	200											
Mov Cap-1 Maneuver	- 0	396		-	506	-			_			
Mov Cap-2 Maneuver	0	550			(SAMA)							
Stage 1	250	3	-					_				
Stage 2	0											
Stage 2	U		-			+	_		_			_
Approach	W8		NB		SB	Party of the local division of the local div			100	100	11.1	-
HCM Control Delay, s			8		7.9	100						
HCM LOS												
						_		_				
		1000	A MONTON	MARK LOOK	and to be	20.00	-	_	_	_	-	
vinor Lane/Major Mute		NBT	MUKY	VBLn IV		SEL	SET		· · · · ·			
Capacity (veh/h)				-	396	506						
HCM Lane V/C Ratio	_				0.663							
HCM Control Delay (s)					30.3	37.	6.5					
HCM Lane LOS			-		D	С	A					
HCM 95th %tile Q(veh)					4.6	2						
loter	12		-			-	-		1	-	_	-
 Volume exceeds car 				ceeds 3		+: Com		_		ajor volum		

Lavon Tract TIA 05/07/2021 2031 Background+Site PM IMR

Lavon Tract TIA	
HCM 6th TWSC	

2031 Background+Site PM 5: CR 483 & State Highway 205

Lavon Tract TIA	2031 Background+Site PM
HCM 6th TWSC	9: Drive 1 & CR 485

Intersection	_					
Int Delay, s/veh	3.6					
Movement	WEL	WER	NET	NBR	SBL	587
Lane Configurations	24		*t	1		44
Traffic Vol, veh/h	21	10	1299	29	10	1475
Future Vol. veh/h	21	10	1299	29	10	1475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-			-
Veh in Median Storage.			0			0
Grade. %	Û		Ő			Ő
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2		2
Mymt Flow	23	11		32		
INTALLIE I ICAN	2.5		1416	J.L		1000
-		_		_	-	_
	ALLIGE V		Majori		Major2	-
Conflicting Flow All	2252	722	0	0	1444	0
Stage 1	1428					
Stage 2	824	-	-			-
Critical Hdwy	6 84	6.94			4.14	
Critical Hdwy Stg 1	5.84		•	-		-
Critical Hdwy Stg 2	5 84					
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	35	369			465	
Stage 1	187	-	-	-		-
Stage 2	391					1
Platoon blocked, %						-
Mov Cap-1 Maneuver	27	369			465	
Mov Cap-2 Maneuver	27	-	-		_	
Stage 1	187					
Stage 2	307	-		1	-	
Accession	WB		NB	-	51	-
Approach	_		.0		1.5	
HCM Control Delay, s			.0		1.0	
HCM LOS	F	_	_			_
Minor Lane/Major Mym	<u> </u>	NBT	NBRV	VBLm1	SPL	SBI
Capacity (veh/h)				39	465	
Cabacity (ven/n)				0.864	0.023	-
HCM Lane V/C Ratio						
		-	17	258.6	12.9	1,4
HCM Lane V/C Ratio		-	17			1.4 A

int Delay, Siven	0.9						
Navement	681	EBR	WEL	WET	NEL	NBR	
Lane Configurations	朴弘			44	Y		
Traffic Vol, veh/h	235	39	19		34	Ű.	
Future Vol, veh/h	235	39	19	407	34	0	
Conflicting Peds #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None	1	None		None.	
Storage Length	-	-			0	-	
Veh in Median Storage	# 0			0	0		the second s
Grade, %	Ó		-	0	0		
Peak Hour Factor	92	92	92	92	92	92	the second s
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	255	42		442	37	-0	
				1015			
MajorAlanoi M	layor 1		Aajor2		Amort		
Conflicting Flow All	0	0	297	0	539	149	
Stage 1	0	v	231	0		143	
Stage 7	_				263	_	and the second
Critical Hdwy	-		4.14		6.84	6.94	
Critical Howy Stg 1	10	-	(8)(19)			0.94	
		-			0,01		
Critical Hdwy Stg 2			0.00		5.84	0.00	
Follow-up Hdwy	-	-	2.22	-		3.32	
Pot Cap-1 Maneuver	1		1261			871	
Stage 1	-		•		746	-	
Stage 2	1.4				757	- 161	
Platoon blocked, %		-	2400				
Mov Cap-1 Maneuver	18	1.2	1261		463	871	
Mov Cap-2 Maneuver	-	-	1	-	463		
Stage 1			100		746	1.3	
Stage 2	•	-	-	-	740		
Approach	EB		WB		NB		
HCM Control Delay. s	Û		0.4		13.4		and the second day and the second day is the second day of the sec
HCM LOS		_	_		В		
	-						
Mines Lane/Major Myre		WBs.nt	EBI	EBH	WHL	WBT	
Capacity (veh/h)		463			1261		

WITH A THUR THE WALL AND THE	DICK.D.1	101	ERM.	WHL	WBI
Capacity (veh/h)	463			1261	
HCM Lane V/C Ratio	0.08	-	-	0.016	~
HCM Control Delay (s)	13.4			7.9	0.1
HCM Lane LOS	B	-	-	A	Α
HCM 95th % tile O(veh)	0.3			0.1	

Lavon Tract TIA 05/07/2021 2031 Background+Site PM IMR

Synchro 10 Report Page 3 Lavon Tract TIA 05/07/2021 2031 Background+Site PM IMR

Intersection Int Delay, s/veh

0.9

Lavon Tract TIA	
HCM 6th TWSC	

2031 Background+Site PM 10: CR 484 & Drive 2

Intersection			-	1										
Int Delay, s/veh	4.2													
Movement	EBL	EBI	EBR	WEL	WET	WBR	NBL	NBT	NBR	881	SET	SHR		
Lane Configurations		dia.			sļa			40			-			
Traffic Vol, veh/h	11	0	- 5	7	0	34	8	37	12	58	55	19		
Future Vol, veh/h	11	0	5	7	0	34	8	37	12	58	55	19		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized			None		-	None		-	None			None		
Storage Length	-	-	-	-	-	-	-	-		-	-	-		
Veh in Median Storage,	# -	0			0			0			0			
Grade, %	-	0	-	-	0	-	-	0			0	-		
Peak Hour Factor	92	92	92	92	92	92	92	92	. 92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2		
Mymt Flow	12	-10	5	8	0	-37	9	40	13	63	60	21		
										- 10				
Major/Minor M	1110(2		1	Minorit			MajorT		- 8	Store	100			
Conflicting Flow All	280	268	71	264	272	47	81	0	0	53	0	0		
Stage 1	197	197		65	65				1.00				-	
Stage 2	83	71		199	207									
Critical Hdwy	7 12	6.52	6 22	7 12	6.52	6.22	4 12			412		1		
Critical Hdwy Sto 1	6.12	5.52		6.12	5.52		-71115			-	۰.	-		
Critical Hdwy Stg 2	6.12	5.52		6.12	5.52		10		-	13		12		
	3.518		3.318			3.318	2.218			2.218				
Pot Cap-1 Maneuver	672	638	991	689	635	1022	1517			1553	-	121		
Stage 1	805	738	331	946	841	- Walk			14	and .				
Stage 2	925	836		803	731							-		
Platoon blocked, %	J	050		000	101									
Mov Cap-1 Maneuver	624	607	991	659	604	1022	1517	-		1553	-		-	_
Mov Cap-1 Maneuver	624	607	991	659	604	1922	1317			THE PARTY IN				
Stage 1	800	706		940	836	-		_	-			-		
Stage 2	886	831		764	700	- 3			1.00					
Oldye Z	000	031	1.1	104	110	-	-							
Approach	88			WB	-	11-	NE			88				
HCM Control Delay s	10.2			9			1			33		-		
HCM LOS	10 2			A			- 1			0.0				
FIGWI LUO	đ			A			-			11				
Minor Lane/Maior Myra		NEL	MAT	NER	EBtni	MRI of	SBL	SBT	SBR	-	131	1.21		-11. III
Capacity (veh/h)		1517	and a second		706	934	1553	-	- milli					
HCM Lane V/C Ratio		0.006	- 4		0.025		0.041							
HCM Control Delay (s)		7.4	.0		10.2	ĝ	74	0						
HCM Lane LOS		A	Ä	-	В	A	A	A						
HCM 95th %tile Q(veh)		0	- 24		0.1	0.1	0.1							

Lavon Tract TIA 05/07/2021 2031 Background+Site PM IMR

Synchro 10 Report Page 5

Lavon Tract TIA	2031 Background+Site PM
HCM 6th TWSC	11: CR 484 & Drive 3

Intersection	1	-		_		-
Int Delay, s/veh	1.3		-			
Movemen	WBE	WBR	NET	MBR	SBL	SBT
Lane Configurations		ANIAR S	To	CHLORA	Cart	4
Traffic Vol, veh/h	23	0	74	19	19	151
Future Vol, veh/h	23	0	74	19	19	151
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None	-	None
Storage Length	0	-	-	-	-	
Veh in Median Storage			0		-	0
Grade, %	0	-	0			0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	-29	0	80	21	21	164
MajoriMittin	Minerit	-1	1:00EN	1	Majoriž	-
Conflicting Flow All	297	91	0	0	101	0
Stage 1	91	-			101	U U
Stage 2	206					
Critical Hdwy	6.42	6 22			4.12	-
Critical Hdwy Stg 1	5.42					
Critical Hdwy Stg 2	5 42					
Follow-up Hdwy		3.318			2.218	
Pot Cap-1 Maneuver	694	967			1491	12
Stage 1	933					
Stage 2	829	1				12
Platoon blocked, %				+		-
Mov Cap-1 Maneuver	684	967			1491	
Mov Cap-2 Maneuver	684		•		(*)	
Stage 1	933					
Stage 2	817		-	-		
Approach	WB	T-IT	NE		SB	
HCM Control Delay, s	10.5		0		0.8	
HCM LOS	В				4190	
Minor Lane/Mayor Mvn	t	THE	THERE	WELINA	SHL	SØT
Capacity (veh/h)				684	1491	
HCM Lane V/C Ratio					0.014	
HCM Control Delay (s)	-			10.5	14	0
HCM Lane LOS			1	B	А	A
HCM 95th %tile Q(veh)			0.1	0	1.3
See soor ware afron				4.1	9.5	

Lavon Tract TIA 05/07/2021 2031 Background+Site PM IMR

2031 Background+Site PM 12: Drive 4 & CR 485

					_	
Intersection	1					
Int Delay, s/veh	0.9	-	-			
21		E 100	1. Burnet	10000	1100	AN ADDRESS
Movement	EBT	EBR	WBL		NBL	NEP
Lane Configurations	4%	_	_	44	Y	_
Traffic Vol. veh/h	97	58	0	200	34	0
Future Vol, veh/h	97	58	0	200	34	0
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage.	# 0			0	0	
Grade, %	0		-	0	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	105	63	0	217	37	0
	100	-us	0	211	51	d
	_				-	_
	l lojah		Aapor2	_	Anoi I	
Conflicting Flow All	0	0	168	0	246	84
Stage 1					137	
Stage 2			-		109	-
Critical Hdwy			4 14		6.84	6.94
Critical Hdwy Stg 1	141	14		1.	5.84	-
Cntical Hdwy Stg 2				1.11	5.84	
Follow-up Hdwy		- 4	2.22		3.52	3.32
Pol Cap-1 Maneuver			1407		721	958
Stage 1	-		1999/04		875	330
Stage 7	Ť		-		903	
Platoon blocked. %					- 998	
			1407		721	958
Mov Cap-1 Maneuver			11000			1920
Mov Cap-2 Maneuver	-			-	721	•
Stage 1			1.1		875	
Stage 2	-	-	-	10	903	-
Approach	68		8%	-	NB	
HCM Control Delay, s	0		0		10.3	
HCM LOS	W.				B	
					J	
			-		-	
Minor Lane/Major Mvm	i 1	业 n	LBI	EBR	WEL	WBT
Capacity (veh/h)		121	-	-	1407	- 7.
HCM Lane V/C Ratio		0.051	-	1741	-	•
HCM Control Delay (s)		10.3			0	
		В	-		A	
HCM Lane LOS						
HCM Lane LOS HCM 95th %tite Q(veh)		0.2		1.1	0	

Lavon Tract TIA	2031 Background+Site PM
HCM 6th TWSC	13: CR 485 & Drive 5

Intersection	1 1 1 1	-	1			
Int Delay, s/veh	1					
Movement	EEN	ES)		WER	SBL	SBR
Lane Configurations		44	个下		W	
Traffic Vol. veh/h	19	77	189	8	5	11
Future Vol. veh/h	19	77	189	8	5	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized			-	and the second se		None
Storage Length				-	0	and the second
Veh in Median Storage,		0	0		0	
Grade, %	-	0	0		Ő	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	21	64	205	9	5	12
			1.00			14
			-			-
	lajort		ARIDITE.		Ainor2	
Conflicting Flow All	214	0	-	0	294	107
Stage 1		10		1 10	210	
Stage 2		•	-	-	84	•
Cntical Hdwy	4.14	1		-	6 84	6 94
Critical Hdwy Stg 1	10	-	-	-	5.84	-
Critical Howy Stg 2	- 52	14			5.84	
Follow-up Hdwy	2.22	-		-	3.52	3.32
Pot Cap-1 Maneuver	1363	1.0			673	926
Stage 1	-	-	-	+3	805	-
Stage 2					930	
Platoon blocked, %		-				
Mov Cap-1 Maneuver	1353				662	926
Mov Cap-2 Maneuver	-	-			662	
Stage 1		11.5			792	-
Stage 2		-		- 21	930	-
ougo a		100			000	
	-	-	VALUE	-	-	_
Approach	£8		WB		68	
HCM Control Delay. s	1.5		0		9.5	
HCM LOS	_	_	_	_	A	_
Minor Lane/Major Mvm		EB	EBT	WET	WRR	BLai
Capacity (veh/h)		1353				823
HCM Lane V/C Ratio	-	0.015				0.021
HCM Control Delay (s)		17	0			9.5
HCM Lane LOS		A	A	-		A
HCM 95th %tile Q(veh)	-	0				10.1
now som whice officents		0				0.4

Lavon Tract TIA 05/07/2021 2031 Background+Site PM IMR

Synchro 10 Report Page 7 Lavon Tract TIA 05/07/2021 2031 Background+Site PM IMR

Lavon Tract TIA	
HCM 6th TWSC	

2031 Background+Site PM 14: Drive 6 & CR 485

Intersection Int Delay, s/veh	4.3						-	_		-	_			
Movement	EBL	EET	EBR	WBL	WEIT	WBR	NUEL	NET	NRR	SBI	SBT	SBR	Contraction of the	_
Lane Configurations	LLA	416	CONT	110	410	AA TON ?	PAGAL	ate a	1111	1975.26	4	P.M.M.Y		
Traffic Vol, veh/h	139	147	39	8	92	0	23	0	- 5	0	Ő	82		
Future Vol, veh/h	139	147	39	8	92	0	23	0	5	D	0	82		
Conflicting Peds. #/hr	0	0	0	0	0	0	0	0	0	0	0	02		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	Fiee	riee	None	FIEE	Filee	None	otop	Stop	None	Joint	- and	None		
			NOTE	•		NOTE	-	-	CARLINE:		-	Teothe		
Storage Length		0			0			0			0			
Veh in Median Storage,		0	_		0			0			0			
Grade, %	92	92	92	92	92	92	92	92	92	92	-92	92		
Peak Hour Factor								92		92		92		-
Heavy Vehicles, %	2	2	2	2	2	2	2		2	0	2			_
Mvmt Flow	151	160	42	9	100	0	25	0	5	0	0	89		
Маюл/Миног М	ajor 1			Store	-		Menori		1	Minor2		1.4	10-11-0-	
Conflicting Flow All	100	0	0	202	0	0	551	601	101	500	6.22	50		
Stage 1	-				11		483	483		118	118			
Stage 2			-	-			68	118		382	504			
Critical Hdwy	4.14			4.14		2	7.54	6 54	6.94	7.54	6.54	6.94		
Critical Howy Stg 1	- 1,-1,	- 2		-	12		6.54	5.54		6.54	5.54	-		
Critical Howy Stg 2				- 82			6.54	5.54		6.54	5 54			
Follow-up Hdwy	2.22			2.22			3.52	4.02	3,32	3.52	4.02	3.32		
	1490			1367	1		417	413	935	454	401	1008		
Stage 1	- Tuta		-	-			534	551	-	874	797	-		
Stage 2							934	797		612	539			
Platoon blocked. %								,			400			
	1490			1367			345	363	935	410	352	1068		
Mov Cap-2 Maneuver			-				345	363	-	410	352	-		
Stage 1				12	1		473	488	12	773	791	-		
Stage 2			2	-		-	845	791	-	538	477	-		
	-						11400			-				
Approach	E			WB		-	NB			SB				_
HCM Control Delay. s	34			0.6			15			8.9				
HCM LOS							С			A				
Munor Lane/Major Mvm		HELAL	EBL	EBT	EER	WBL	WET	WBR	SHinl		-	100	1000	
Capacity (veh/h)		389	1490	-		1367	-		1008					
HCM Lane V/C Ratio		0.078	0.101	- 0	-	0.006		1	0.088					
HCM Control Delay (s)		15	77	0.2		17	.0		8.9					
HCM Lane LOS		C	A	A		A	A		A					
HCM 95th %tile Q(veh)		0.3	0.3			0			0.3	_				

Lavon Tract TIA 05/07/2021 2031 Background+Site PM IMR

Synchro 10 Report Page 9

Lavon Tract TIA	2031 Background+Site PM
HCM 6th TWSC	15: Drive 7 & CR 485

Intersection			-			
Int Delay, s/veh	1.4	-	-	-		
		100	10.000	10000	1 al las	AL INC.
Movement	EBT	EBR	WBL	WEIT	NEE	NEE
Lane Configurations	474			41	Y	
Traffic Vol. veh/h	113	39	12	76	23	$-P_{c}$
Future Vol, veh/h	113	39	12	76	23	7
Conflicting Peds. #/hr	0	0	.0	0	0	0.05
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None	-	None
Storage Length	10		-	-	0	-
Veh in Median Storage	,# 0			0	0	
Grade, %	0	-		0	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	123	-42	13	83	25	18
	160		18	SPH	- 69	1.0
Mi manager		_				
	Majori		Majorz		Amor 1	
Conflicting Flow All	0	0	165	0	212	83
Stage 1					144	
Stage 2	-			-	68	-
Critical Hdwy			4 14		6:84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Sto 2	12.	100	12	1.0	5.84	
Follow-up Hdwy	-		2.22	-	3.52	3.32
Pot Cap-1 Maneuver			1411	-	757	960
Stage 1			-		868	-
Stage 2	-	-	_		947	
Platoon blocked. %	2.				947	
	-	•		•	10000	10000
Mov Cap-1 Maneuver	-		1411	100	749	960
Mov Cap-2 Maneuver		-	1.	-	749	
Stage 1	2	- 12	12	12	868	
Stage 2	-	-		-	938	
Approach	EB		WB		MB	
HCM Control Delay, s	0		1		8.0	
HCM LOS					A	
An Include the state of the local data	(Hint	EBT	FBR	WHE	WBT
MANOV LANE/Major Mum	-				1411	-
					11111	
Macritane/Majer Mom Capacity (veh/h)		789		_	0.000	
Capacity (veh/h) HCM Lane V/C Ratio		0.041	-		0.009	
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)		0.041 9.8		- 4	76	0
Capacity (veh/h) HCM Lane V/C Ratio		0.041	1	-		

Lavon Tract TIA 05/07/2021 2031 Background+Site PM IMR

Lavon Tract TIA	2031 Background+Site PM
HCM 6th TWSC	16: CR 483/Presidents Boulevard & Drive 8

Int Delay, s/veh	0.5					
Movement	EBL	EBR	NB	NBT	\$81	SBR
Lane Configurations	Y				14	
Traffic Vol, veh/h	7	0.	0	27	90	12
Future Vol, veh/h	7	0	0	27	90	12
Conflicting Peds, #/hr	0	0	0	0	0	-0-
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None		None		None
Storage Length	0					
Veh in Median Storage,	# 0			0	0	
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
					_	100
Heavy Vehicles, %	2	2	2	- 2	2	2

Major/Minor	Minor2		Major	1	Major2	
Conflicting Flow All	134	105	111	0		0
Stage 1	105		12			
Stage 2	29			-		-
Critical Hdwy	6 4 2	6.22	4.12			
Critical Hdwy Stg 1	5.42	-	-			-
Critical Hdwy Stg 2	542					
Follow-up Hdwy	3.518	3.318	2.218	14	121	
Pot Cap-1 Maneuver	860	949	1479	1		-
Stage 1	919	-	-	- 59	(m)	•
Stage 2	994					
Platoon blocked, %				18		-
Mov Cap-1 Maneuver	860	949	1479			
Mov Cap-2 Maneuver	860		-			-
Stage 1	919	-				
Stage 2	994	2	-	12		-
Approach	EB		NB		58	
HCM Control Delay, s	9.2		0	-	0	
HCMLOS	A					
Minor Lane/Major My	ni	NEL	NBT	an	551	SBR
Capacity (veh/h)		1479		860		
HCM Lane V/C Ratio	_	-	-	0.009	-	-
HCM Control Delay (s)	0		9.2		
HCM Lane LOS		A		A	-	220
HCM 95th %tile Q(veh	1)	0		Ø		
	'					

Lavon	Tract TIA	05/07/2021	2031	Background+Site PM
IMR				

<u>Exhibit H</u> <u>Parks, Trails and Open Space</u>

