LAGO VISTA
TEXAS

AGENDA
CITY COUNCIL REGULAR MEETING
CITY COUNCIL CHAMBERS
5803 THUNDERBIRD
LAGO VISTA, TX
MAY 7, 2026 AT 3:00 PM

REGULAR SESSION WILL RECONVENE AT 4:00PM

JOIN MEETING VIA VIDEO CONFERENCE

Please join my meeting from your computer, tablet or smartphone.
https://meet.goto.com/242387805
You can also dial in using your phone.
Access Code: 242-387-805
United States: +1 (646) 749-3122

I. CALL TO ORDER, CALL OF ROLL

Shane Saum, Mayor
Amanda Chavarria, Council Member
Jess Hall, Council Member
Adam Benefield, Council Member
Norma Owen, Mayor Pro Tem
Karen Van Ness, Council Member
Paul Prince, Council Member

II. EXECUTIVE SESSION

Convene into a closed Executive Session pursuant to;

1. Consultation with City Attorney concerning all regular meeting agenda items requiring confidential, attorney/client advice (as needed) pursuant to Texas Government Code Section 551.071.

2. Consultation with City Attorney pursuant to Government Code Sec. 551.071 to to discuss and consider authorization for the issuance of an administrative subpoena for purposes of data collection.

3. Consult with City Attorney concerning the purchase of property Pursuant to Texas Government Code Section 551.072.

4. Consultation with City Attorney pursuant to Texas Government Code Section 551.071 to discuss and receive legal advice regarding the Airport Maintenance Agreement.

5. Consultation with City Attorney pursuant to Texas Government Code Section 551.071 to discuss and receive legal advice regarding the Tessera Maintenance Agreement.

6. Consultation with City Attorney regarding update on Cause No. D-1-GN-23-001164, Caelum Capital, LLC v. City of Lago Vista (Texas Gov't Code Sec. 551.071).

III. ACTION ON EXECUTIVE SESSION ITEMS (action and/or vote may be taken on the following agenda items):

Reconvene from Executive Session into open session to act as deemed appropriate in City Council's discretion regarding:

1. Consultation with City Attorney concerning all regular meeting agenda items requiring confidential, attorney/client advice (as needed) pursuant to Texas Government Code Section 551.071.

2. Consultation with City Attorney pursuant to Government Code Sec. 551.071 to to discuss and consider authorization for the issuance of an administrative subpoena for purposes of data collection.

3. Consult with City Attorney concerning the purchase of property Pursuant to Texas Government Code Section 551.072.

4. Consultation with City Attorney pursuant to Texas Government Code Section 551.071 to discuss and receive legal advice regarding the Airport Maintenance Agreement.

5. Consultation with City Attorney pursuant to Texas Government Code Section 551.071 to discuss and receive legal advice regarding the Tessera Maintenance Agreement.

6. Consultation with City Attorney regarding update on Cause No. D-1-GN-23-001164, Caelum Capital, LLC v. City of Lago Vista (Texas Gov't Code Sec. 551.071).

IV. INVOCATION

V. PLEDGE OF ALLEGIANCE, PLEDGE TO TEXAS FLAG

VI. CITIZEN COMMENTS

In accordance with the Open Meetings Act, Council is prohibited from acting or discussing (other than factual responses to specific questions) any items not on the agenda.

To participate in the citizen comments portion of the meeting, you must submit a completed form. If you are attending the meeting in the City Council Chambers you must complete the form available at that location and provide it to the Mayor prior to the start of the meeting. If you will be participating using the online videoconferencing tool, you must complete the form and submit it by email in accordance with the instructions included within the form. It is found on the City's website at the link below. The Council will reconvene from executive session at or around 4:00 p.m.

Citizen Participation Registration Form

VII. CONSENT AGENDA

All matters listed under Consent Agenda, are to be considered routine by the City Council and will be enacted by one motion. There will not be separate discussion on these items. If discussion is desired, that item will be removed from the consent agenda and will be considered separately.

1. Consideration and possible action to amend the building permit extension fees for a residential construction permit issued for property located at 1307 Robin Trail.

2. Action regarding the April 16, 2026, City Council Meeting Minutes.

3. Consideration and possible action to approve the revisions to the City's Human Resources policies.

4. Consideration and possible action regarding the appointment of Council Member Amanda Wilson-Chavarria to the Short-Term Rental Sub-Committee.

5. Consideration and possible action to approve Ordinance No. 26-05-07-04; adopt the amended Rules of Procedure for the City Council, Boards, and Commissions.

VIII. ACTION ITEMS

1. Consideration and possible action on Ordinance No. 26-05-07-03; the rezoning of 19708 Boggy Ford Road, ABS189 SUR 98 CAMPBELL M F ACR 7.055 (AKA LOT 32 RAN CHOL CIELO) from TR-1 to a Planned Development District Rezoning pursuant to Section 10 Chapter 14 of the City of Lago Vista Code of Ordinances. **25-2905-PDD-REZ**

2. Consideration and possible action awarding Irrigation proposal for RFP 26-03 Cedar Breaks Irrigation Repair and authorizing City Manager to Execute Agreement.

3. Discussion, Consideration, and Possible Action on a Municipal Service Plan for the Annexation Of 4.949 Acres Also Known As Lot 27, Travis Hollow, Section Two, According To The Map Or Plat Thereof, Recorded In Volume 78, Page 398, Plat Records, Travis County, Texas; Save And Except That Portion Conveyed To Travis County, Texas, Recorded In Volume 10662, Page 402, Real Property Records, Travis County, Texas ETJ, Located At 7301 Lohman Ford Road In Lago Vista Texas 78645 And Adjacent To The City Of Lago Vista Municipal Limits

4. Discussion and possible referral to the Planning and Zoning Commission to ensure any and all zoning provision are in compliance with HB 2844 Relating to the regulation of food service establishments, including retail food stores and mobile food vendors; requiring an occupational license; imposing fees; authorizing an administrative penalty.

5. Consideration and possible action to establish a Citizen Recognition Subcommittee for the purpose of selecting and recognizing a Citizen of the Month, Citizen of the Year, and other community members as appropriate.

6. Consideration and possible action to approve Ordinance No. 26-05-07-01; adopting the 2024 International Property Maintenance Code.

7. Consideration and possible action on Ordinance No. 26-05-07-02 Of The City Of Lago Vista,

Texas, Amending Chapter 3 Of The Code Of Ordinances, Including Article 3.100, Section 3.106 ("Building And Fire Codes") And Section 3.110 ("Permits And Approvals"); Adopting The 2021 International Pool Code; Establishing Amended Permit Expiration, Extension, And Renewal Procedures And Related Fees; Providing Findings Of Fact; Providing A Savings Clause; Providing A Severability Clause; Providing A Repealer Clause; Providing An Effective Date; Providing A Projects In Transition Clause; Providing For Codification And Publication; And Providing An Open Meetings Clause.

IX. WORK SESSION

1. Discussion regarding the Bunker Bar & Grill lease agreement.

2. Discussion regarding permitting cost & delays at the request of Pendora Homes, LLC.

3. Discussion regarding the creation of a Public Safety Committee.

4. Discussion and possible action that the City of Lago Vista provide lifeguards during general public operation hours of the Lakeside at Tessera pool during 2026.

X. ITEMS OF COMMUNITY INTEREST

XI. STAFF AND COUNCIL LIAISON REPORTS

A. Routine Reports from City Staff.

B. Routine Reports from City Council Board/Commission/Committee Liaisons.

XII. ADJOURNMENT

IT IS HEREBY CERTIFIED that the above Notice was posted on the Bulletin Board in accordance with Government Code section 551.041 located at all times in City Hall in said City by 5:00 pm on the 30th day of April 2026.

_____

Robin Smith , City Secretary

THIS MEETING SHALL BE CONDUCTED PURSUANT TO THE TEXAS GOVERNMENT CODE SECTION 551.001 ET SEQ. AT ANY TIME DURING THE MEETING THE COUNCIL RESERVES THE RIGHT TO ADJOURN INTO EXECUTIVE SESSION ON ANY OF THE ABOVE POSTED AGENDA ITEMS IN ACCORDANCE WITH THE SECTIONS 551.071, 551.072, 551.073, 551.074, 551.075 OR 551.076.

THE CITY OF LAGO VISTA IS COMMITTED TO COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT. REASONABLE MODIFICATIONS AND EQUAL ACCESS TO COMMUNICATIONS WILL BE PROVIDED UPON REQUEST.

AT THIS MEETING AT THE STATED LOCATION, A QUORUM OF THE CITY COUNCIL WILL BE PHYSICALLY PRESENT, AND THIS NOTICE SPECIFIES THE INTENT TO HAVE A QUORUM PRESENT THERE, AND THE MEMBER OF THE CITY COUNCIL PRESIDING OVER THE MEETING WILL BE PHYSICALLY PRESENT AT THAT LOCATION. ONE OR MORE MEMBERS OF THE CITY COUNCIL MAY PARTICIPATE IN THIS MEETING REMOTELY, AND IF SO, VIDEOCONFERENCE EQUIPMENT PROVIDING TWO-WAY AUDIO AND VIDEO DISPLAY AND COMMUNICATION WITH EACH MEMBER WHO IS PARTICIPATING BY VIDEOCONFERENCE CALL WILL BE MADE AVAILABLE.

2025-2026-Adopted-Budget-PDF

AGENDA ITEM NO. VII.1

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Jordan Strohmeyer, Development Services

SUBJECT: Consideration and possible action to amend the building permit extension fees for a residential construction permit issued for property located at 1307 Robin Trail.

BACKGROUND: The applicant for the residential construction permit at 1307 Robin Trail has requested a waiver of $7,008 in permit extension fees associated with an active building permit originally issued on November 15, 2023, for construction of a 9,344-square-foot single-family residence located within the floodplain. Construction activity on the structure began prior to permit issuance. Since issuance, the permit has remained active for approximately two years and six months and has not yet reached final inspection status. According to the City's permitting system (MGO), three required inspections remain outstanding in addition to the final inspection. This request represents the third permit extension fee waiver associated with this project. The first extension period expired in May 2025 and the associated fees were waived by City Council. The second extension period expired in November 2025 and the associated fees were administratively waived on October 1, 2025. The applicant is now requesting waiver of the third extension fee period. Permit extension fees are intended to offset administrative and inspection oversight costs associated with prolonged permit activity and to encourage timely completion of construction projects. The City's current fee structure calculates extension fees based on a percentage of the original permit valuation, as established in the Code of Ordinances. Staff has previously noted that a fee structure based on actual staff time required to process extensions may more accurately reflect the administrative effort associated with permit continuation; however, no amendments to the current fee methodology have been adopted to date. City Council direction is requested regarding whether to grant the requested waiver.

RECOMMENDATION: Approve a reduction in the permit fee extension to the same that was approved at an earlier council meeting for Lago Homes using

$.25 per sq ft instead of the normal $.75 per sq ft.

The fee would be reduced from $7,008 down to $2,336

ATTACHMENTS:
1307 Robin Trail.pdf

Outlook

FW: Request for reduction of Permit Fee - Project #10928 1307 Robin Trail

From Jillian Dougherty <Jillian.Dougherty@lagovistatexas.gov>
Date Tue 2026-04-28 3:31 PM
To Charles West <Charles.West@lagovistatexas.gov>

Mr. Charles,

See email thread below.

Jillian Dougherty
Program Coordinator
5803 Thunderbird
Lago Vista, TX 78645
Tele (512) 267-5259

JUNE 2024 Employee Of The Month
CITY OF LAGO VISTA TEXAS

Book time to meet with me

From: Jordan Strohmeyer <Jordan.Strohmeyer@lagovistatexas.gov>
Sent: Wednesday, April 8, 2026 8:39 PM
To: Adam Benefield <Adam.Benefield@lagovistatexas.gov>; Chandler Sampson <chandlersampson@gmail.com>
Cc: Charles West <Charles.West@lagovistatexas.gov>; Jillian Dougherty <Jillian.Dougherty@lagovistatexas.gov>; Shane Saum <Shane.Saum@lagovistatexas.gov>
Subject: Re: Request for reduction of Permit Fee - Project #10928 1307 Robin Trail

Mr. Benefield,
See underlined responses below. If there are additional questions or concerns, please let us know. Thanks!

Regards,

Jordan Strohmeyer

Director of Development Services

Cell: 737-786-5649

From: Adam Benefield <Adam.Benefield@lagovistatexas.gov>
Sent: Wednesday, April 8, 2026 8:19 PM
To: Jordan Strohmeyer <Jordan.Strohmeyer@lagovistatexas.gov>; Chandler Sampson <chandlersampson@gmail.com>
Cc: Charles West <Charles.West@lagovistatexas.gov>; Jillian Dougherty <Jillian.Dougherty@lagovistatexas.gov>; Shane Saum <Shane.Saum@lagovistatexas.gov>
Subject: Re: Request for reduction of Permit Fee - Project #10928 1307 Robin Trail

Jordan,

Thank you for providing this information.

I have a few follow-up questions:

- The packet notes that “construction activity on the structure began prior to permit issuance.” How does this specifically impact the permit process for 1307 Robin Trail? My understanding is that this can trigger a doubling of permit fees in certain cases, can you confirm whether that applies here? There are certain triggers for double fees but more so, there has been a history of the fee issues on this project. My understanding was there also tree cutting and mitigation that did not occur in the correct order as well as well as the work without a permit. Council has had concerns surrounding the disregard of process and all of this is reflected in the permit history so we summarized that in the report. This started prior to my tenure so some of the detailed aspects or conversations I do not have history of, just the permit records.

- The packet also indicates that the permit is approximately two years and six months old and still requires multiple inspections, including the Certificate of Occupancy. Do you have an updated project completion date? At the May 2025 City Council meeting, it was stated by the owner that the home would be completed by end of July 2025, so I’d like to understand the current timeline. The builder would have a better idea of timelines. When inspections are called for we complete next business day but this does not account for contractors timelines or failed inspections. I would leave this answer to the builder.

- The packet explains that permit extension fees are intended to offset administrative and inspection oversight costs associated with prolonged permit activity and to encourage timely project completion. Based on your experience, do you believe the $7,008 fee accurately reflects those costs, or would a lower amount be more appropriate?
    - If a reduced amount is reasonable, what level do you believe would adequately cover the City’s administrative and inspection expenses?
    - Would the proposed $2,336 reduction still sufficiently cover those costs, or would that represent too significant of a waiver, particularly in light of any prior waivers already granted?
    - As previously stated at meetings, our fees should reflect the cost of service and the intent of the code. We should identify an escalating fee that is associated with the time it takes to process and track extensions. I do not believe using the permit fee is the appropriate method of billing of these types of things, however without revision of the fee schedule this is what our code currently states. We have proposed extension fees as followed:
    -

Renewals	Building Permit 1st Renewal	Varies	$750.00	New Fee	New Fee
	Building Permit 2nd Renewal	Varies	$1,250.00	New Fee	New Fee
	Building Permit 3rd Renewal	Varies	$1,750.00	New Fee	New Fee
	Building Permit 4th Renewal	Varies	$2,250.00	New Fee	New Fee

    -
    -

- On the Cardinal project, I supported a fee reduction because the builder missed the deadline by only a short period (approximately three weeks), and the resulting fee was still proportionate to the extension. If 1307 Robin Trail is in a similar situation, I would likely take the same position. However, if the project requires substantial additional time to complete, the circumstances may warrant a different approach. I believe this project has a bit of a longer timeline as Cardinal just had their final inspection left but again, as far as timeline goes I would leave this to the builder, I do not wish to commit to a timeline that may not be feasible for them.

Any additional context you or the homeowner can provide would be greatly appreciated.

Adam C. Benefield
Councilman, Place 2
City of Lago Vista
M) 512.966-3890
www.lagovistatexas.org
5803 Thunderbird
Lago Vista, TX 78645

ATTENTION PUBLIC OFFICIALS
A "Reply to All" of this e-mail could lead to violations of the Texas Open Meetings Act. Please reply only to the sender.

CONFIDENTIALITY NOTICE
The information in this email may be confidential and/or privileged. This email is intended to be reviewed by only the individual or organization named above. If you are not the intended recipient or an authorized representative of the intended recipient, you are hereby notified that any review, dissemination or copying of this email and its attachments, if any, or the information contained herein is prohibited. If you have received this email in error, please immediately notify the sender by return email and delete this email from your system.

From: Jordan Strohmeyer <Jordan.Strohmeyer@lagovistatexas.gov>
Sent: Wednesday, April 8, 2026 4:18 PM
To: Adam Benefield <Adam.Benefield@lagovistatexas.gov>; Chandler Sampson <chandlersampson@gmail.com>
Cc: Charles West <Charles.West@lagovistatexas.gov>; Jillian Dougherty <Jillian.Dougherty@lagovistatexas.gov>; Shane Saum <Shane.Saum@lagovistatexas.gov>
Subject: Re: Request for reduction of Permit Fee - Project #10928 1307 Robin Trail

Mr. Benefield,
Based on our calculations it would be $2,336.

Regards,

Jordan Strohmeyer

Director of Development Services

Cell: 737-786-5649

From: Adam Benefield <Adam.Benefield@lagovistatexas.gov>
Sent: Wednesday, April 8, 2026 2:26:15 PM
To: Jordan Strohmeyer <Jordan.Strohmeyer@lagovistatexas.gov>; Chandler Sampson <chandlersampson@gmail.com>
Cc: Charles West <Charles.West@lagovistatexas.gov>; Jillian Dougherty <Jillian.Dougherty@lagovistatexas.gov>; Shane Saum <Shane.Saum@lagovistatexas.gov>
Subject: Re: Request for reduction of Permit Fee - Project #10928 1307 Robin Trail

Jordan,

If the same percentage was applied to this request as what was recently approved for Lago Homes on Cardinal, what would the fee be?

Get Outlook for iOS

From: Jordan Strohmeyer <Jordan.Strohmeyer@lagovistatexas.gov>
Sent: Wednesday, April 8, 2026 2:24:41 PM
To: Chandler Sampson <chandlersampson@gmail.com>
Cc: Charles West <Charles.West@lagovistatexas.gov>; Jillian Dougherty <Jillian.Dougherty@lagovistatexas.gov>; Adam Benefield <Adam.Benefield@lagovistatexas.gov>; Shane Saum <Shane.Saum@lagovistatexas.gov>
Subject: Re: Request for reduction of Permit Fee - Project #10928 1307 Robin Trail

Mr. Sampson,
I wanted to confirm with you this is on the agenda for next week. It is just a work session so only discussion can be had and action, if any, would happen at the next regular meeting.

Regards,

Jordan Strohmeyer

Director of Development Services

Cell: 737-786-5649

From: Chandler Sampson <chandlersampson@gmail.com>
Sent: Wednesday, April 8, 2026 2:19 PM
To: Jordan Strohmeyer <Jordan.Strohmeyer@lagovistatexas.gov>
Cc: Charles West <Charles.West@lagovistatexas.gov>; Jillian Dougherty <Jillian.Dougherty@lagovistatexas.gov>; Adam Benefield <Adam.Benefield@lagovistatexas.gov>; Shane Saum <Shane.Saum@lagovistatexas.gov>
Subject: Re: Request for reduction of Permit Fee - Project #10928 1307 Robin Trail

Ok, thank you!

On Tue, Apr 7, 2026, 3:17 PM Jordan Strohmeyer <Jordan.Strohmeyer@lagovistatexas.gov> wrote:

> Mr. Sampson,
> I believe this has been scheduled for April 16th. It will be confirmed with posting this week after the final agenda review.
>
> Regards,
>
> **Jordan Strohmeyer**
>
> Director of Development Services
>
> Cell: 737-786-5649
>
> ---
>
> **From:** Chandler Sampson <chandlersampson@gmail.com>
> **Sent:** Tuesday, April 7, 2026 1:59 PM
> **To:** Jordan Strohmeyer <Jordan.Strohmeyer@lagovistatexas.gov>
> **Cc:** Charles West <Charles.West@lagovistatexas.gov>; Jillian Dougherty <Jillian.Dougherty@lagovistatexas.gov>; Adam Benefield <Adam.Benefield@lagovistatexas.gov>; Shane Saum <Shane.Saum@lagovistatexas.gov>
> **Subject:** Re: Request for reduction of Permit Fee - Project #10928 1307 Robin Trail
>
> Good afternoon,
>
> Checking in again to see if we are able to get this on the next available City Council meeting?
>
> On Mon, Mar 30, 2026, 10:17 AM Chandler Sampson <chandlersampson@gmail.com> wrote:
>
> > Good morning,
> >
> > Just checking in if there was any update on getting this on the next available meeting?
> >
> > Kind regards,
> >
> > On Tue, Mar 24, 2026, 1:54 PM Jordan Strohmeyer <Jordan.Strohmeyer@lagovistatexas.gov> wrote:
> >
> > > Hello,
> > > Thank you for following up. As a note, staff has not ability to waive fees and this would have to go before Council. Unfortunately, I believe the deadline for this next meeting has passed. I can work with the City Manager as well as the Mayor to determine the next available meeting for discussion. Please let me know if there are additional questions or concerns in the meantime.
> > >
> > > Regards,
> > >
> > > **Jordan Strohmeyer**
> > >
> > > Director of Development Services
> > >
> > > Cell: 737-786-5649
> > >
> > > ---
> > >
> > > **From:** Chandler Sampson <chandlersampson@gmail.com>
> > > **Sent:** Tuesday, March 24, 2026 1:03 PM
> > > **To:** Jordan Strohmeyer <Jordan.Strohmeyer@lagovistatexas.gov>; Charles West <Charles.West@lagovistatexas.gov>
> > > **Cc:** Jillian Dougherty <Jillian.Dougherty@lagovistatexas.gov>; Adam Benefield <Adam.Benefield@lagovistatexas.gov>; Shane Saum <Shane.Saum@lagovistatexas.gov>
> > > **Subject:** Request for reduction of Permit Fee - Project #10928 1307 Robin Trail
> > >
> > > Good afternoon,

I'm sending this in follow up to my discussion with Development services about needing to get on the City Council meeting agenda for the upcoming session. As noted in previous meetings, The permit renewal fee seems to reflect excess costs in relation to the actual service provided. I'm aware there are ongoing discussions regarding updating a number of fees including these renewal fees and I am asking to get the permit fee reduced to the amount necessary to provide the inspections and administrative services, or waived all together while the fee schedule is being updated.

As mentioned, if it is necessary that I speak to Council on this issue, please consider this my request to be added as an action Item to the agenda. If there is another way to get this sorted, please let me know.

Kind regards,

AGENDA ITEM NO. VII.2

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Robin Smith, City Secretary

SUBJECT: Action regarding the April 16, 2026, City Council Meeting Minutes.

RECOMMENDATION: Approval of the April 16, 2026, City Council Meeting Minutes.

ATTACHMENTS:
26-04-16- draft CC minutes.pdf

CITY COUNCIL CITY COUNCIL
REGULAR MEETING MINUTES
THURSDAY, APRIL 16, 2026
3:00 PM
CITY COUNCIL CHAMBERS
5803 THUNDERBIRD
LAGO VISTA, TX

Mayor Saum, Mayor
Adam Benefield, Member
Norma Owen, Mayor Pro Tem
Paul Prince, Member
Amanda Chavarria, Member
Karen Van Ness, Member
Councilor Van Ness,
Jess Hall, Member

Charles West, City Manager
Brad Bullock, City Attorney

Present: Mayor Saum, Adam Benefield, Norma Owen, Paul Prince, Amanda Chavarria, Councilor Van Ness, Jess Hall, Charles West, Brad Bullock

REGULAR SESSION WILL RECONVENE AT

4:00PM JOIN MEETING VIA VIDEO CONFERENCE

Please join my meeting from your computer, tablet or smartphone.
https://meet.goto.com/242387805
You can also dial in using your phone.
Access Code: 242-387-805
United States: +1 (646) 749-3122

I. CALL TO ORDER, CALL OF ROLL

Shane Saum, Mayor
Amanda Chavarria, Council Member
Jess Hall, Council Member
Adam Benefield, Council Member
Norma Owen, Mayor Pro Tem
Karen Van Ness, Council Member
Paul Prince, Council Member

Mayor Saum called the meeting to order at 3:00 pm.

II. EXECUTIVE SESSION

Convene into a closed Executive Session pursuant to; *The meeting convened into Executive Session at 3:01 pm.*

1. Consultation with City Attorney concerning all regular meeting agenda items requiring confidential, attorney/client advice (as needed) pursuant to Texas Government Code Section 551.071.
2. Consult with City Attorney concerning the purchase of property Pursuant to Texas Government Code Section 551.072.

3. Consultation with Legal Counsel pursuant to Texas Government Code Section 551.071 to receive legal advice from the City's employment law/HR attorney concerning proposed revisions to the City's Human Resources policies.

4. Consultation with Legal Counsel pursuant to Texas Government Code Section 551.071to discuss and receive legal advice regarding the Airport Maintenance Agreement.

III. ACTION ON EXECUTIVE SESSION ITEMS (action and/or vote may be taken on the following agenda items):

Reconvene from Executive Session into open session to act as deemed appropriate in City Council's discretion regarding:

1. Consultation with City Attorney concerning all regular meeting agenda items requiring confidential, attorney/client advice (as needed) pursuant to Texas Government Code Section 551.071. *No* Action

2. Consult with City Attorney concerning the purchase of property Pursuant to Texas Government Code Section 551.072.
   City Council directs City Manager, Charles West, to negotiate the purchase of the Casey Building.

3. Consultation with Legal Counsel pursuant to Texas Government Code Section 551.071 to receive legal advice from the City's employment law/HR attorney concerning proposed revisions to the City's Human Resources policies. *No Action*

4. Consultation with Legal Counsel pursuant to Texas Government Code Section 551.071 to discuss and receive legal advice regarding the Airport Maintenance Agreement. *City Council directed City Attorney, Brad Bullock to begin drafting the Airport Maintenance Agreement.*

IV. INVOCATION

Invocation led by: Ed Koharchik with St. Mary, Our Lady of the Lake Catholic Church

V. PLEDGE OF ALLEGIANCE, PLEDGE TO TEXAS FLAG

VI. CITIZEN COMMENTS

In accordance with the Open Meetings Act, Council is prohibited from acting or discussing (other than factual responses to specific questions) any items not on the agenda.

Citizen Comments were received by Carolyn Dalglish with Parks & Recreation Committee.

Mayor Saum read citizen comment from Lynda Aird.

VII. ITEMS OF COMMUNITY INTEREST

Councilor Chavarria reported that Keep Lago Vista Beautiful (KLVB) will host a citywide cleanup and annual plant event on April 25th in honor of Mary Ellen Bell.

Mayor Pro Tem Norma Owen shared that the Lyons will host an event the Austin Puppy raisers, a group that raises puppies for the blind. They are also hosting a fundraiser for Children Hunger Initiative on May 3rd.

Mayor Saum announced that Little League Baseball will kick off, followed by a varsity baseball game, and that the Mayor will throw out the first pitch. Additional announcements included the Trash Off event held on April 18th, Lago Fest scheduled for April 25th, and upcoming July 3rd and 4th celebrations. Lago Liberty Day will take place on July 3rd at the airport and will include flyovers.

VIII. PRESENTATIONS & PROCLAMATIONS

1. Proclamation Honoring the Lago Vista High School Cheerleading Team.
   The Mayor presented a Proclamation to the Lago Vista High School Cheerleading Team and Coaches.

2. Recognition and expression of appreciation to Anodamine for its contributions to the City of Lago Vista. *The Mayor presented a Proclamation to the staff with Anodamine.*

IX. CONSENT AGENDA

All matters listed under Consent Agenda, are to be considered routine by the City Council and will be enacted by one motion. There will not be separate discussion on these items. If discussion is desired, that item will be removed from the consent agenda and will be considered separately.
All items under consent were voted on at once.

Moved by Norma Owen; seconded by Paul Prince to Approve.

Motion Passed: 7 – 0

Voting For: Mayor Saum, Adam Benefield, Norma Owen, Paul Prince, Amanda Chavarria, Councilor Van Ness, Jess Hall

Voting Against: None

1. Action regarding the March 25, 2026, City Council Called Meeting Minutes.

2. Action regarding the April 2, 2026, City Council Meeting Minutes.

3. Consideration and possible action to approve Resolution No. 26-2202; Authorizing The Release of A Fifteen-Foot Public Utility And Drainage Easement Adjacent And Parallel To The Rear Boundary Line Of Lot 8012, Highland Lakes Estates, Section Eight, A Subdivision Of Record In Volume 51, Page 77, Plat Records Of Travis County, Texas And Located At 3003 Boone Drive, Lago Vista, Texas; And Providing An Open Meetings Clause.

4. Consideration and possible action to approve Resolution No. 26-2203; Authorizing The Release of Two Fifteen-Foot Public Utility Easements Adjacent To The Common Boundary Line of Lots 12205b And 12210 Highland Lakes Estates, Section Twelve, A Subdivision of Record In Volume 54, Page 35, Plat Records of Travis County,

Texas And Located At 20605 Hudson Cove And 20600 Hoover Cove, Lago Vista, Texas; And Providing An Open Meetings Clause.

5. Consideration and possible action to approve Resolution No. 26-2204 - Resolution No. 26-2208 to accept utility easements from the Tessera Development for water and wastewater infrastructure within the Tessera neighborhood.

6. Consideration and possible action to approve Resolution No. 26-2209 and Resolution No. 26-2210 to accept utility easements from Leonard Strickler and Lago Vista Independent School District for water and wastewater infrastructure along Bonanza Road.

X. ACTION ITEMS

1. Consideration and possible action regarding the appointments to the Capital Improvements Advisory Committee.

   Moved by Jess Hall; seconded by Norma Owen to

   Approve. Motion Passed: 6 - 1

   Voting For: Mayor Saum, Adam Benefield, Paul Prince, Amanda Chavarria, Jess Hall, Norma Owen

   Voting Against: Councilor Van Ness

2. Consideration and possible action on Resolution No. 26-2211 regarding a voluntary annexation petition related to approximately 4.949 acres of land located at 7301 Lohman Ford Road, generally described as Lot 27, Travis Hollow Section Two, into the City of Lago Vista, Texas.
   Director of Development Services, Jordan Strohmeyer answers City Councils questions.
   City Attorney, Brad Bullock gives information to Council.

   Moved by Paul Prince; seconded by Norma Owen to

   Approve. Motion Passed: 7- 0

   Voting For: Mayor Saum, Adam Benefield, Norma Owen, Paul Prince, Amanda Chavarria, Councilor Van Ness, Jess Hall

   Voting Against: None

3. Consideration and possible action awarding Irrigation proposal for RFP 26-03 Cedar Breaks Irrigation Repair and authorizing City Manager to Execute Agreement.

City Manager, Charles West, Director of Public Works - Ernesto Rios answers Council questions.
Citizen Comment: Paul Fuller with Paul's Lawn and Landscape. 2nd

Virtual citizen comment by: John Kozekwa with Aqua Flow Irrigation.

Direction from Council is to send a letter of clarification to the proposed

bidders.

Moved by Paul Prince; seconded by Jess Hall to Table.

Motion Tabled: 7- 0

Voting For: Mayor Saum, Adam Benefield, Norma Owen, Paul Prince, Amanda Chavarria, Councilor Van Ness, Jess Hall

Voting Against: None

4. Consideration and possible action regarding the Interlocal Wholesale Wastewater Agreement with the City of Jonestown.

   Moved by Norma Owen; seconded by Paul Prince to Approve as Amended add the word average - wastewater charge.

   Motion Passed as Amended: 7- 0

   Voting For: Mayor Saum, Adam Benefield, Norma Owen, Paul Prince, Amanda Chavarria, Councilor Van Ness, Jess Hall

   Voting Against: None

5. Consideration and possible action to approve the Hotel Occupancy Tax (HOT) Fund Policy and Application, and to authorize the City Manager to negotiate and execute related contracts for the use of HOT funds.
   Mayor Shane Saum read citizen comment from Allison Sargent from the Chamber of Commerce. City attorney Brad Bullock and City Council discussed state law requirements. Citizen Comment received by Mary Fear.
   Moved by Adam Benefield; seconded by Norma Owen to
   Approve; Motion Passed: 7- 0

   Voting For: Mayor Saum, Adam Benefield, Norma Owen, Paul Prince, Amanda Chavarria, Councilor Van Ness, Jess Hall

   Voting Against: None

6. Consideration and possible action regarding the start time of City Council meetings.

   Moved by Adam Benefield; seconded by Norma Owen to
   Table; Motion to table to the 2nd meeting in May.

Motion Tabled: 7- 0

Voting For: Mayor Saum, Adam Benefield, Norma Owen, Paul Prince, Amanda Chavarria, Councilor Van Ness, Jess Hall

Voting Against: None

XI. WORK SESSION

1. Discussion regarding the Tessera Maintenance Agreement.
   Council directs City Attorney to review the Tessera Maintenance Agreement.

2. Discussion regarding Bowden Park.
   Janice with KLVB gives presentation on Bowden Point.
   Councilor Van Ness reads letter from Parks & Recreation Advisory Committee.
   KLVB member Denise Sellers updates Council on concerns.
   City Council gives direction that Parks & Recreation Advisory Committee and Keep Lago Vista Beautiful to work together.

3. Discussion regarding a request for waiver of building permit extension fees totaling $7,008 for a residential construction permit issued for property located at 1307 Robin Trail.
   Director of Development Service, Jordan Strohmeyer updates City Council on the item. Citizen Comment from applicant, Chandlier Sampson.
   City attorney, Brad Bullock discusses codes with Council. City Council gives direction to place the item on the consent agenda in May.

XII. STAFF AND COUNCIL LIAISON REPORTS

A. Routine Reports from City Staff.

B. Routine Reports from City Council Liaisons.

Councilor Chavarria provided updates on the Library Advisory Board meeting and reported that the Women's Club held a fashion show and luncheon. She also noted that the Women's Club is working on scholarship offers for seniors.

Mayor Pro Tem, Norma Owen shared that LVISD has implemented a telehealth program and provided an update on EDC activities.

Mayor, Shane Saum announced that the Youth Advisory Committee will meet on the 27th and gave an update on government affairs.

Councilor Van Ness provided updates on Parks & Recreation Advisory Committee and shared information regarding LVPOA.

Councilor Prince reported that the Planning & Zoning Commission met to discuss a proposed hotel on Boggy Ford.

City Attorney, Brad Bullock stated that Charter Review comments have been sent to the Council with redlines for direction and that the item will be placed on an upcoming Executive Session agenda.

XIII. ADJOURNMENT

Mayor adjourned the meeting at: 8:45 pm.

CITY OF LAGO VISTA:

_____
Shane Saum, Mayor

ATTEST:

_____
Robin Smith, City Secretary

On a motion by Councilmember _____, seconded by Councilmember _____, the above and foregoing instrument was passed and approved.

AGENDA ITEM NO. VII.3

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	May 7, 2026
SUBMITTED BY:	Charles West, City Manager
SUBJECT:	Consideration and possible action to approve the revisions to the City's Human Resources policies.
RECOMMENDATION:	Approve revisions to the City's Human Resource policies.

AGENDA ITEM NO. VII.4

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Councilor Benefield, City Council

SUBJECT: Consideration and possible action regarding the appointment of Council Member
Amanda Wilson-Chavarria to the Short-Term Rental Sub-Committee.

BACKGROUND: The Short-Term Rental Sub-Committee is currently comprised of Mayor
Shane Saum, Council Member Adam Benefield, Program Manager Jillian Dougherty, and
Development Services Director Jordan Strohmeyer. The proposed action would add Council
Member Amanda Wilson-Chavarria as an additional City Council representative on the subcommittee.
Expanding Council representation on the sub-committee would provide an additional
perspective and support ongoing discussion and evaluation of short-term rental issues.

RECOMMENDATION: Council Member Amanda Wilson-Chavarria to serve on the Short-Term Rental Sub-Committee

AGENDA ITEM NO. VII.5

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Charles West, City Manager

SUBJECT: Consideration and possible action to approve Ordinance No. 26-05-07-04; adopt the amended Rules of Procedure for the City Council, Boards, and Commissions.

RECOMMENDATION: Approve Ordinance No. 26-05-07-04

ATTACHMENTS:
Ord No. 26-05-07-04 Rules of Procedure.pdf

ORDINANCE NO. 26-05-07-04

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, ADOPTING RULES OF PROCEDURE FOR THE CITY COUNCIL, BOARDS, AND COMMISSIONS; AMENDING AND RESTATING THE CITY'S RULES OF PROCEDURE; PROVIDING FINDINGS OF FACT; PROVIDING A REPEALER; PROVIDING A SAVINGS CLAUSE; PROVIDING SEVERABILITY; PROVIDING PUBLICATION; PROVIDING AN OPEN MEETINGS CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Lago Vista, Texas is a home-rule municipality operating under the laws of the State of Texas and the City Charter; and

WHEREAS Texas Local Government Code Section 51.001 authorizes the governing body of a municipality to adopt, publish, amend, or repeal an ordinance, rule, or police regulation for the good government, peace, or order of the municipality and as necessary or proper for carrying out a power granted by law; and

WHEREAS, Article III, Section 3.13 of the Charter of the City of Lago Vista, Texas provides for the establishment of procedures for conducting City Council meetings by ordinance; and

WHEREAS the City Council desires to adopt updated Rules of Procedure applicable to the City Council, boards, and commissions in order to provide a fair, efficient, transparent, orderly, and legally grounded framework for conducting public meetings; and

WHEREAS the Rules of Procedure attached to this Ordinance as Exhibit A are intended to operate in harmony with Chapter 551, Texas Government Code, the City Charter, and all other applicable law; and

WHEREAS, the City Council finds that adoption of this Ordinance and the attached Rules of Procedure is necessary and proper for the good government, peace, and order of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS:

SECTION 1. FINDINGS OF FACT.

The foregoing recitals are hereby found to be true and correct legislative and factual findings of the City Council and are incorporated into the body of this Ordinance as if fully set forth herein.

SECTION 2. ADOPTION; AMENDMENT AND RESTATEMENT OF RULES OF PROCEDURE.

The City Council hereby adopts the Rules of Procedure attached to this Ordinance as Exhibit A and incorporated herein for all purposes. Chapter 1, General Provisions, Article 1.300, City Council, Division 3, Meetings, Section 1.331, City Council Meetings, of the Lago Vista Code of Ordinances is amended and restated to provide that the Rules of Procedure for the City Council, boards, and commissions shall be the Rules attached as Exhibit A. Any prior rules of procedure, policies, or procedural provisions previously adopted or incorporated by ordinance are superseded to the extent they conflict with Exhibit A.

SECTION 3. APPLICATION.

The Rules of Procedure adopted by this Ordinance apply to the City Council and to City boards and commissions to the extent stated in Exhibit A and to the extent consistent with state law, the City Charter, and any enabling ordinance or resolution applicable to a particular board or commission.

SECTION 4. REPEALER.

All ordinances, resolutions, rules, policies, or parts thereof in conflict with this Ordinance or Exhibit A are repealed only to the extent of the conflict. No repeal of any prior ordinance or provision shall affect any accrued right, pending matter, prior action, or prior proceeding unless expressly stated herein.

SECTION 5. SAVINGS CLAUSE.

The adoption of this Ordinance shall not affect, impair, or invalidate any action taken, vote cast, meeting held, appointment made, notice posted, or proceeding conducted before the effective date of this Ordinance. Any such action or proceeding shall remain valid to the extent it was valid under the rules and law in effect at the time.

SECTION 6. NO PENALTY CREATED.

This Ordinance establishes and adopts procedural rules for the conduct of City meetings. It does not create a criminal offense, civil penalty, fine, forfeiture, or other punitive sanction.

SECTION 7. SEVERABILITY.

If any section, subsection, sentence, clause, phrase, or word of this Ordinance or the Rules of Procedure adopted by this Ordinance is held to be unconstitutional, illegal, invalid, or unenforceable by a court of competent jurisdiction, the remaining portions shall remain in full force and effect. The City Council declares that it would have passed this Ordinance and each portion hereof irrespective of the fact that any one or more portions may be declared invalid.

SECTION 8. PUBLICATION.

The City Secretary is authorized and directed to publish the caption of this Ordinance or the Ordinance in the manner required by law and the City Charter, and to file this Ordinance and Exhibit A in the official records of the City.

SECTION 9. PROPER NOTICE AND OPEN MEETINGS.

The City Council finds and determines that the meeting at which this Ordinance was adopted was open to the public and that public notice of the date, hour, place, and subject of the meeting was given as required by Chapter 551, Texas Government Code, and any other applicable law. All deliberations and votes on this Ordinance occurred in open session except to the extent a closed session was authorized by law.

SECTION 10. EFFECTIVE DATE.

This Ordinance shall take effect after passage and approval, and publication if required by law and the City Charter.

PASSED AND APPROVED on this **7** day of **May**, 2026.

AND, IT IS SO ORDERED.

PASSED AND APPROVED this **7th** day of **May** 2026.

_____

Shane Saum

Mayor, City of Lago Vista, Texas

ATTEST:

_____

Robin Smith

City Secretary, City of Lago Vista, Texas

APPROVED AS TO FORM:

_____

Bradford Bullock

City Attorney, City of Lago Vista, Texas

Exhibit A

Rules of Procedure

City Council, Boards, and Commissions of the City of Lago Vista, Texas

These Rules are intended to provide the City Council, boards, and commissions with a clear, concise, and legally grounded framework for conducting meetings in a manner that is orderly, transparent, and accessible to the public.

Article 1. Authority, Purpose, and Scope

1.01 Authority. These Rules are adopted pursuant to Article III, Section 3.13 of the Charter of the City of Lago Vista, Texas, and in harmony with Chapter 551, Texas Government Code, and other applicable law.

1.02 Purpose. The purpose of these Rules is to provide a fair, efficient, and transparent process for conducting meetings of the City Council, boards, and commissions, preserving meaningful public participation, and reducing unnecessary procedural complexity.

1.03 Scope. These Rules apply to meetings of the City Council and to meetings of all City boards and commissions unless a specific state-law requirement or an enabling ordinance or resolution for a particular body provides otherwise. In these Rules, "covered body" means the City Council or a City board or commission, as applicable.

1.04 Controlling law. If these Rules conflict with federal law, state law, or the City Charter, the higher authority controls. These Rules shall be interpreted to favor compliance with open-government requirements and the orderly transaction of public business.

1.05 Annual review and amendment. The Council should review these Rules after each general City election. These Rules may be amended by ordinance at a properly posted meeting.

Article 2. Meetings, Notice, and Quorum

2.01 Regular meetings. Regular meetings shall be held at the times and dates established by Council resolution or by the ordinance, resolution, or posted schedule applicable to the covered body.

2.02 Special meetings. Special meetings may be called by the Mayor for Council meetings and by the chair or as otherwise authorized by the enabling ordinance, resolution, or other applicable law for a board or commission.

2.03 Emergency meetings. Emergency meetings or meetings called for urgent public necessity may be held and posted only as permitted by Chapter 551, Texas Government Code.

2.04 Work sessions. A covered body may conduct work sessions or workshops as open meetings or as part of a regular meeting agenda. No final action shall be taken unless the item is properly posted for action. Public comment rights on posted items are preserved.

2.05 Notice and agenda. The City Secretary or designee shall post notice of each meeting in the form, manner, and time required by law. The notice shall clearly identify the date, hour, place, and subjects to be considered. A covered body shall not deliberate or act on matters not properly posted except as authorized by law.

2.06 Open meetings. All meetings of a covered body shall be open to the public except when a closed meeting is expressly authorized by law.

2.07 Executive session. Before convening in executive session, a covered body shall first convene in open meeting, announce the applicable legal authority, and limit the closed discussion to the posted subject. Final action, decision, or vote shall occur only in an open meeting.

2.08 Accessibility. Meetings shall be held in locations accessible to the public and in a manner consistent with applicable accessibility laws.

2.09 Quorum. For the City Council, the quorum requirements of Charter Section 3.12 apply. For a board or commission, a quorum consists of a majority of the members of that body unless a different quorum is established by applicable law, ordinance, or resolution. Less than a quorum may adjourn a meeting, and the Council may canvass an election, as permitted by the Charter or state law.

Article 3. Presiding Officer and Order of Business

3.01 Presiding officer. The Mayor presides at Council meetings. In the Mayor's absence, the Mayor Pro Tem presides. At meetings of a board or commission, the chair presides; in the chair's absence, the vice-chair or another member designated by the body presides. The presiding officer shall preserve order, recognize speakers, apply these Rules, and facilitate fair and efficient discussion.

3.02 Standard order of business. Unless modified for a particular agenda, the usual order of business should be: call to order and announcement of quorum; invocation and pledges, when included; announcements or reports about items of community interest, when permitted by law; citizen communications; consent agenda; business and action items; future agenda requests and member reports; executive session, if any; action on executive-session items, if any; and adjournment. The presiding officer may adjust the order of items for efficiency unless prohibited by law or unless the covered body directs otherwise.

3.03 Standard agenda-item process. Unless the covered body directs a different sequence for a particular item, business items should proceed in this order: staff presentation, questions from members of the covered body to staff, public comment on the item, deliberation by the covered body, motion, and vote. Staff presentations should be concise and focused on the decision before the covered body.

3.04 Consent agenda. Routine items may be placed on the consent agenda and acted on by one motion. Any member of the covered body may remove an item from the consent agenda for separate consideration without debate.

3.05 Future agenda requests and member reports. During the designated agenda item, a member of the covered body may request that a matter be placed on a future agenda or may provide a brief report about an item of community interest as permitted by law. No deliberation or action shall occur on the request or report unless the matter is separately posted.

Article 4. Public Participation

4.01 Citizen communications on non-agenda items. A citizen communications agenda item should ordinarily be included on open meeting agendas of each covered body to receive comments on matters within the City's or the body's jurisdiction that are not otherwise posted for action. The covered body may briefly respond as permitted by law, including by requesting clarification, referring the matter to staff, or requesting a future agenda item. The covered body shall not deliberate or take action on a non-posted matter except as authorized by law.

4.02 Comment on agenda items. Any member of the public who wishes to address a covered body on a posted agenda item at an open meeting shall be allowed to do so before or during the covered body's consideration of the item and before the covered body votes on the item.

4.03 Public hearings. Any person present at a public hearing who requests in writing to be heard on the subject of the hearing shall be allowed to address the covered body before the hearing is closed.

4.04 Sign-in and time limits. The City may use speaker cards or other written sign-in procedures. Unless adjusted by the presiding officer for the orderly conduct of the meeting, each speaker shall be allowed three minutes. The presiding officer may apply reasonable, content-neutral time, place, and manner rules which shall apply equally to all speakers.

4.05 Responses to speakers. Members of the covered body may ask clarifying questions of a speaker or of staff. Substantive debate among members shall occur only on posted agenda items.

4.06 Public conduct. Speakers shall address the covered body as a body and shall observe reasonable rules of decorum. Disruptive conduct that materially interferes with the meeting is not permitted. The presiding officer may issue warnings and take reasonable steps to maintain order.

Article 5. Member Discussion, Motions, and Voting

5.01 Recognition and relevance. A member of a covered body shall speak after being recognized by the presiding officer. Discussion should remain germane to the posted item or motion under consideration. To promote orderly discussion, each member should have an opportunity to speak once before any member speaks a second time on the same motion or item.

5.02 Motions. Action by a covered body shall be taken by motion and vote. A motion should receive a second before debate and vote. The presiding officer may restate a motion for clarity before the vote.

5.03 Amendments and parliamentary guidance. A motion may be amended by motion and vote. On questions of procedure not addressed in these Rules, Rosenberg's Rules of Order shall serve as the primary parliamentary guide, provided that federal law, state law, the City Charter, these Rules, and any enabling

ordinance or resolution applicable to the covered body shall control over Rosenberg's Rules. The presiding officer shall decide procedural questions in the first instance, subject to appeal under Section 5.06.

5.04 Voting. Members present shall vote and have their votes recorded on every action requiring a vote unless abstention is required or permitted by the Charter, other applicable law, or the City's ethics rules. For the City Council, no action is adopted unless approved in open meeting with a quorum present, by a majority of the members present and voting, and with not fewer than three affirmative votes. For a board or commission, action is adopted by the vote required by applicable law or the body's enabling ordinance or resolution; if no different rule applies, action is adopted by a majority of the members present and voting with a quorum present.

5.05 Conflicts of interest and abstentions. A member of a covered body shall disclose and abstain when required by the Charter, state law, or the City's ethics rules. When a member abstains, the reason shall be reflected in the minutes to the extent required by law.

5.06 Appeal of the chair. A ruling by the presiding officer on a procedural issue may be appealed to the covered body. The covered body shall decide the appeal by vote, subject to applicable voting requirements.

Article 6. Minutes, Records, and Administration

6.01 Minutes and records. The City Secretary, recording secretary, or staff liaison designated for the covered body shall maintain minutes and other meeting records as required by the Charter, applicable ordinances or resolutions, and Chapter 551, Texas Government Code. The minutes shall record the substance required by law, the action taken, and the vote of each member on every action requiring a vote.

6.02 Executive-session records. Certified agendas and other records of executive sessions shall be created, preserved, and disclosed only as provided by law.

6.03 Use of technology. Audio, video, videoconference, or other meeting technology may be used by a covered body only as permitted by state law and in a manner that protects public access and the integrity of the meeting.

6.04 Interpretation. These Rules shall be interpreted to promote compliance with the Charter and state law, meaningful public participation, and efficient conduct of business by covered bodies.

6.05 Severability. If any provision of these Rules is held invalid, the remaining provisions remain in effect.

AGENDA ITEM NO. VIII.1

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Jordan Strohmeyer, Development Services

SUBJECT: Consideration and possible action on Ordinance No. 26-05-07-03; the rezoning of 19708 Boggy Ford Road, ABS189 SUR 98 CAMPBELL M F ACR 7.055 (AKA LOT 32 RAN CHOL CIELO) from TR-1 to a Planned Development District Rezoning pursuant to Section 10 Chapter 14 of the City of Lago Vista Code of Ordinances. **25-2905-PDD-REZ**

BACKGROUND:

The applicant requests rezoning of approximately 7.055 acres located at 19708 Boggy Ford Road from TR-1 (Temporary Restricted) to a Planned Development District (PDD) to allow development of a resort lodging project including a hotel (maximum 78 rooms), conference center, restaurant, spa facilities, and six casita lodging structures comprised of two units each.

The Planned Development District establishes site-specific development standards generally based on the C-2 Commercial zoning district, with limited modifications addressing building height, landscaping and tree preservation, parking placement flexibility, and sidewalk requirements. All other applicable standards default to C-2 unless otherwise modified by ordinance language.

The Planning & Zoning Commission conducted an initial public hearing on January 8, 2026, and forwarded a recommendation to City Council. City Council held a public hearing on February 19, 2026, and identified several items for additional evaluation prior to final action, including:

- building height relative to surrounding topography
- development intensity and room count
- relationship between conceptual exhibits and future site

development approval
- flexibility retained by the City following adoption of the Planned Development District

Following Council direction, the applicant submitted updated exhibits clarifying alignment between the conceptual development plan and ordinance standards. No substantive changes were made to permitted uses, development intensity, or maximum building height.

The Planning & Zoning Commission reconsidered the request on April 15, 2026, and recommended approval of the Planned Development District with refinements reflected in the redlined ordinance and supporting exhibits.

Approval of the Planned Development District establishes allowable uses and development standards but does not constitute approval of engineering plans, platting, traffic analysis, utilities, or site development permits. Those items remain subject to separate review processes.

The City's Future Land Use Map designates the property for commercial development, and the proposed resort lodging use is consistent with that designation.

FINDINGS:

In considering this request, City Council may evaluate the proposed rezoning based on the following findings:

- Consistency with the Future Land Use Map

The property is designated for commercial development on the Future Land Use Map. The proposed resort hotel, conference center, restaurant, spa facilities, and casita lodging structures support visitor-serving commercial activity consistent with this designation.

- Consistency with Planned Development District Intent

The Planned Development District establishes site-specific standards tailored to the environmental and topographic conditions of the property while maintaining the underlying

regulatory structure of the C-2 zoning district. The PDD provides flexibility for tree preservation and grading constraints while retaining Council oversight of development parameters.

- Compatibility with Surrounding Area

The proposed development standards limit building height to four stories / 42 feet for the hotel structure and two stories / 32 feet for accessory structures. Preservation of existing vegetation as part of the landscaping approach supports compatibility with adjacent properties and surrounding terrain.

- Access and Infrastructure Considerations

Primary access is proposed from Boggy Ford Road, with the potential for future secondary connectivity if adjacent properties develop in a manner that allows additional access. Final determination of access configuration, utilities, drainage, and traffic impacts will occur during subsequent platting and site development review.

- Retention of Regulatory Oversight

Approval of the Planned Development District establishes permitted uses and development standards but does not authorize construction. Additional approvals remain required for traffic impact analysis, minor platting, site development permits, and utility coordination. Material changes to the approved development program would require amendment of the Planned Development District and further review by the Planning & Zoning Commission and City Council.

- Public Review Process

Public hearings before both the Planning & Zoning Commission and City Council were conducted in accordance with applicable zoning notice requirements. Following Council direction on February 19, 2026, the request was returned to the Planning & Zoning Commission for additional evaluation. The Commission reconsidered the request on April 15, 2026, and forwarded a recommendation supporting approval with ordinance refinements reflected in the redlined draft.

RECOMMENDATION:

POSSIBLE ACTIONS

City Council may take any of the following actions regarding Case No. 25-2905-PDD-REZ:

- **Approve the ordinance as recommended by the Planning & Zoning Commission**
  Adopt the Planned Development District rezoning with the development standards and clarifications reflected in the redlined ordinance and supporting exhibits.
- **Approve the ordinance with additional modifications**
  Adopt the Planned Development District rezoning with revisions to development standards, conditions, or exhibits as directed by Council.
- **Table the item**
  Postpone action to a future meeting to allow additional review, clarification, or revisions to the ordinance and supporting materials.
- **Deny the rezoning request**
  Denial would maintain the existing **TR-1 (Temporary Restricted)** zoning designation.
- **Remand the item to Planning & Zoning Commission**
  Return the request to the Commission for further evaluation of specific development standards or ordinance provisions as identified by Council.

ATTACHMENTS:
26-05-XX-03_Laverne_Estates_PDD_PZ_Comments.pdf
Email Thread with Dirk Gosda.pdf
IHG Letter of Commitment - Hotel Indigo Lago Vista 3.30.26.pdf
Hotel Indigo PandZ and City Council Presentation - 04272026.pdf
Ord No. 26-05-07-03 Amending Zoning Map.pdf

ORDINANCE NO. 26-05-XX-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, AMENDING THE OFFICIAL ZONING MAP BY CHANGING THE ZONING DISTRICT FOR THE PROPERTY LOCATED AT 19708 BOGGY FORD, APPROXIMATELY 7.055 ACRES OF LAND OWNED BY LAVERNE ESTATES LP, FROM TR-I ("TEMPORARY RESTRICTED") TO A PDD ("PLANNED DEVELOPMENT DISTRICT") WITH DESIGN APPROVAL TO BE REFERRED TO AS THE "LAVERNE ESTATES PLANNED DEVELOPMENT DISTRICT;" AND PROVIDING FOR RELATED MATTERS.

WHEREAS, Laverne Estates, LP acting by and through Arun Dendukuri, the owner of approximately 7.055 acres of land in at 19708 Boggy Ford Road in Lago Vista, Texas and in Travis County, Texas as more particularly described on the attached Exhibit "A" (described hereinafter as the "Property"), have requested that the Property be zoned as a PDD to be known as the "Laverne Estates Planned Development District," and

WHEREAS, the Property currently resides within the corporate limits of the City of Lago Vista;

WHEREAS, the conceptual plan for the Property is set forth in this "Laverne Estates PDD" Zoning Ordinance (the "Ordinance") and in Exhibit "B" attached hereto (the "Land Use Plan"), which identifies and designates various land uses for the Property as further described below;

WHEREAS, after giving ten (10) days written notice to the owners of land in and within 200-feet of the area being rezoned, as well as having published notice to the public at least fifteen (15) days prior to the date of such hearings, the Planning and Zoning Commission and City Council each held separate public hearings on the proposed rezoning of the Property included in this Ordinance; and

WHEREAS, the Planning and Zoning Commission at its public hearing held on January 8, 2026 and the City Council at its public hearing held on February 19, 2026, have both reviewed the request and the circumstances of the Property, and find that a substantial change in the circumstances of the Property, sufficient to warrant a change in the zoning of the Property, has transpired; and

WHEREAS, the City, by and through its legislative discretion, has adopted a comprehensive plan for the City of Lago Vista, and having considered and reviewed such comprehensive plan, the City Council finds the rezoning approved herein is consistent with the comprehensive plan which shall not be interpreted as inconsistent with this rezoning; and WHEREAS, the City desires that development within its corporate limits occur in an orderly manner in order to protect the health, safety, and welfare of its present and future citizens, protect property values and provide for the growth of the City's tax base; and

WHEREAS, the City desires to control the development standards for the Property, protect third party property owners in the City, and to ensure the benefits of planned development and an enhanced tax base that are achieved through rezoning the Property; and

WHEREAS, pursuant to Chapter 211 of the Texas Local Government Code, the City has the authority to zone and rezone property; and

WHEREAS, the City Council finds that it is necessary and proper for the good government, peace or order of the City of Lago Vista to adopt this Ordinance.

Now, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact. The Planning and Zoning Commission and City Council find that this Ordinance satisfies the requirements of Section 6.105, Section 10 and Section 13 of the City of Lago Vista Zoning Ordinance, codified under Ordinance No. 98-04-27-03, as amended (the "Zoning Code").

Section 2. Enactment. The Zoning Code and other applicable ordinances are hereby modified and amended by rezoning the Property as set forth in Section 3.

Section 3. Rezoned Property. The Zoning Code is hereby amended by zoning the Property, being the 7.055 acre tract of land described on Exhibit "A" attached to this Ordinance, as a PDD zoning district. The Property is hereby zoned as the "Laverne Estates Planned Development District" with the uses of individual land areas as set forth in this Ordinance. The proposed development will adopt the C-2 zoning district as its base zoning which corresponds to the designation of the land in the current Future Land Use map as published in the 2030 Comprehensive Master Plan passed by the Lago Vista City Council in May of 2016 (see Exhibit “A” for the official legal description of the property and the survey with the property boundaries).

Section 4. Amendment of Applicable Zoning Ordinances. The zoning requirements established in this Ordinance shall apply to the Property. The comprehensive zoning requirements of the Zoning Code and all other applicable ordinances, as they may be amended by this Ordinance, shall apply to the Property. Should any conflict appear between the requirements of the zoning and development ordinances of the City of Lago Vista as compared with the requirements for the Property set forth in this Ordinance, the requirements set forth in this Ordinance shall control.

Section 5. Phasing within the PDD. The Property shall be developed in one phase in accordance with the Land Use Plan and as depicted in Exhibit "B", attached hereto and incorporated herein for all purposes. The development will consist of a Hotel (78 rooms in a building covering .42 acres), Restaurant housed in the hotel building, Spa also housed in the hotel building, Conference Center (separate building occupying .32 acres), and Casitas (6 individual buildings occupying .03 acres) with associated parking, stormwater treatment, stormwater detention, utilities, grading and access improvements. The subject property is 7.055 acres and is moderately wooded with significant topographic variation (approximately 76’ of elevation change across the site). The property contains numerous trees of native species (Live Oak, Cedar Elm), as well as non-native species such as Cedar trees (Ashe Juniper).

Section 6. Zoning Requirements. The following use and site development requirements established herein shall apply to the Property:

1. Zoning. The base zoning district will be C-2. The applicant proposes to change the base zoning from TR-1 (current) to PDD (Planned Development District). All C-2 standards shall apply except where modified herein. The planned development standards shall supersede any conflicting provisions of the City of Lago Vista Unified Development Code. The use and development of the Property shall comply with the zoning requirements and development standards of the City of Lago Vista, except as specifically described below (see additional detail in Exhibit B-6).

   A. Resort Hotel, Restaurant, and Spa Complex. This single structure or series of attached structures is to serve as a resort lodging facility, with support and ancillary amenities to accommodate short-term visitors to the area. A maximum of 78 guest rooms shall be allowed, each with a minimum area of 400 square feet. Anticipated amenities and support functions shall include, but not be limited to restaurants, hotel-related retail services, a full-service spa including a hair and nail salon, fitness facilities, and staff offices. The maximum enclosed area, exclusive of any covered parking facilities, shall be 50,000 square feet. This facility shall comply with the development standards of the C-2 zoning district except as otherwise described herein.

   B. Casitas. A maximum of SIX separate structures with a minimum of 800 square feet that will provide short-term lodging. Each structure will include a range of between two and three rental units, with each rental unit including between one and two bedrooms. These facilities shall comply with the development standards of the R-4 zoning district except as otherwise described herein. These units will be managed by the hotel and will not be a condo regime or Short Term Rental model.

   C. Conference Center. A single structure that is intended to provide conference and meeting space for use by hotel guests and local participants

2. Development Standards.

   A. Streets.

      i. All streets and driveways on the Property are private and shall be maintained by the property owner. There are no public streets on the Property.

      ii. The subject property is situated near the northwest corner of Boggy Ford Road, and Lohman Ford Road, which are public roadways. This project proposes connecting only to Boggy Ford Road which will be our primary frontage.

      iii. All fire lanes shall be a minimum of 24 feet wide and constructed in accordance with the City of Lago Vista design standards and specifications and requirements of the applicable Travis County Emergency Services District.

iv. Boggy Ford Road is the only access point for the site and will serve as the primary street access. Secondary access shall not be required due to topography, trees, and drainage infrastructure.

B. Sidewalks. A Public Access Easement will be provided along front of the property and sidewalks will be constructed at the cost of the owner at such point that there is a contagious path for connection. Sidewalks are not required anywhere on the property except as otherwise required by the Americans with Disabilities Act. Sidewalks shall be provided internally throughout the Property at the discretion of the owner.

C. Parking. Required off-street parking shall comply with the Lago Vista Zoning Ordinance except as described below:

i. Parking may be located between buildings and Boggy Ford Road.

ii. Parking may be located between the building(s) and the roads where necessary due to design, grading, tree preservation, or site constraints.

iii. No parking shall be allowed along Boggy Ford Road.

iv. Parking ratios shall conform to the following

LAGO VISTA RESORT HOTEL USE/PARKING TABLE					
Use	Quantity	Unit	Use Parking Ratio	Parking Required	Parking Provided
Hotel/Motel	78	Rooms	1 PER ROOM	78	90
Event Space (Main)	6,000	sq. ft.	1 PER 500 SF	12	20
Event Space (Aux)	7,929	sq. ft.	1 PER 500 SF	16	17
Restaurant (Lobby Includes Bar)	4,000	sq. ft.	1 PER 250 SF	16	23
Casita	12	Rooms	1 PER ROOM	12	25
			Total Required	134	175

~~iv.~~

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LAGO VISTA RESORT HOTEL USE/PARKING TABLE						
Use	Quantity	Unit	Use Parking Ratio	Parking Required		Parking Provided
Hotel/Motel	90	Rooms	1 PER ROOM	90		90
Event Space (Main)	6,000	sq. ft.	1 PER 500 SF	12		20
Event Space (Aux)	7,929	sq. ft.	1 PER 500 SF	16		17
Restaurant (Lobby Includes Bar)	4,000	sq. ft.	1 PER 250 SF	16		23
Casita	12	Rooms	1 PER ROOM	12		25
			Total Required	146	Total Provided	175

D. Setbacks and Buffers.

i Minimum setbacks shall follow C-2 standards

ii Grading, paving/parking, utilities, drainage facilities, stormwater facilities, and retaining walls shall be permitted within setback areas.

E. Signage. All signage shall be in accordance with the applicable requirements (including lighting) of the City of Lago Vista, except as described in the Signage Plan and standards included in Exhibit "C" attached hereto.

F. Maximum Building Heights.

i. Resort Hotel and Spa Complex: These structures shall not exceed four (4) stories in height from the level of the fire lane at the front of the building. The maximum height of the structure shall be forty-two (42) feet above grade, measured from the lowest adjacent paving elevation of the front driveway. The building will have its base at 993 AMSL and extend up 42 feet to 1035 AMSL. The highest point of the lot is 996 AMSL and C2 zoning allows for 28 feet above the highest point of the lot or 1,024 AMSL in this case. A variance of 11 feet is being requested.

ii. All Other Structures: No other structure shall exceed two (2) stories in height from the level of the fire lane or emergency access drive at the front of or adjacent to the building. The maximum height of each structure shall be thirty-two (32) feet above grade, measured from the lowest adjacent paving elevation of the front or nearest adjacent driveway. No height variance is needed or being requested for all the other structures.

G. Tree Preservation. Section 20, "Tree Preservation and Landscaping Requirements" in Part IV "Administration and Enforcement" of the Lago Vista "Zoning Ordinance" is acknowledged to dictate the requirements concerning the removal of protected trees from the subject property. Full compliance with the cited section will control the development of the property. Replacement trees on the Property shall be located in accordance with an approved landscape plan. Encroachment into up to 25% of the critical root zone of trees shall be permitted, provided: (1) a certified arborist report is submitted (where needed); (2) tree protection measures are implemented; (3) monitoring occurs before, during, and after construction. Preserved tree clusters may count towards mitigation requirements. ~~Tree mitigation fees shall be capped at $10,000 per acre.~~

H. Impervious Cover. The subject property, contrary to previous submittals, does NOT lie in the Austin ETJ release area as defined by the Interlocal Agreement between the City of Austin and the City of Lago Vista (see Exhibit B-7). The development will adhere to current Lago Vista C-2's impervious cover standards.

I. Landscaping. Landscaping within the Laverne Estates Planned Development District ~~Vista Verde Hotel Planned Development~~ shall comply with the modified standards herein which supersede conflicting provisions of the Unified Development Code.

a Credit for Existing Vegetation: Preserved wooded areas may count toward required landscape area, buffer area, and open space requirements; Preserved tree clusters may substitute for required parking lot trees and perimeter trees; Existing understory vegetation

may count toward buffer requirements without supplemental planting unless deemed necessary for screening of mechanical or service areas.

b Parking Lot Interior Landscaping: Interior landscaping shall require no more than one (1) landscape island per ten (10) parking spaces; Existing trees located within parking areas may count toward required islands; Interior landscape islands may be reduced or relocated where necessary to preserve existing trees or accommodate grading constraints.

c Street and Perimeter Landscaping: Street frontage planting may consist of preserved natural vegetation.; Where preserved vegetation exists along property boundaries, additional buffer planting shall not be required; Landscape buffers may be reduced where topography or existing wooded areas provide effective screening.

d Irrigation: Irrigation shall not be required for preserved natural areas; Drip irrigation or temporary establishment irrigation shall be permitted in lieu of permanent spray systems; Native and drought-tolerant plant species are encouraged but not required.

e Planting Size Requirements: Replacement trees may be planted at a minimum two-inch (2") caliper; Shrubs may be planted at five-gallon size; Groundcover may substitute for shrubs where appropriate.

f Alternative Compliance: The Development Services Director may approve alternative landscape configurations that preserve existing natural features and reduce grading, provided the overall intent of buffering and visual screening is maintained.

J. Exterior Lighting. All exterior lighting shall comply with Lago Vista's Dark Skies ordinance in force at the time of permitting

K. Building Orientation and Street Visibility. Buildings shall provide an architectural façade toward adjacent public rights-of-way; however, buildings shall not be required to: Provide a primary pedestrian entrance directly from a public street, Provide retail storefront elements, or Meet any minimum glazing percentage.~~, Provide additional articulation solely due to street visibility, Orient loading or internal circulation toward the street~~.

L. Fenestration and Transparency. No minimum glazing percentage or window-to-wall ratio shall apply. Window placement and quantity shall be determined by: Interior functionality, Energy efficiency, Solar orientation, Cost efficiency.

Blank wall areas are permitted and may be treated with: Material variation, Architectural banding, Reveals, Landscaping.

M. Building Articulation. Buildings should incorporate architectural variation sufficiently to avoid large uninterrupted monotone surfaces. Variation may be achieved through: Material changes, Color changes, Entry features, Canopies or awnings, Architectural reveals, Vertical or horizontal banding, No minimum depth, frequency, or height change shall be required.

N. Building Frontage and Height. No minimum building frontage requirement shall apply. Buildings may be located anywhere within the buildable area, subject only to the agreed setbacks. Buildings shall have a max height of 42'.

O. Grading and Retaining Walls. Retaining walls up to 20 feet in height shall be permitted administratively. Tiered retaining wall systems shall be permitted. ~~Cut and fill balancing shall not be required.~~ Grading within setback areas shall be permitted. These items will be assessed after design and permit has been approved and minimal impact to neighbors can be proven if any of the above is situated in the setbacks.

P. Cross-Access. No cross-access design or planning shall be required for this site. Public sidewalk easements may serve concurrently as Common Access Easements. If development occurs north of this property, cross access may be allowed.

Q. Drainage and Stormwater. Detention and water quality facilities may be located within setbacks. Underground detention and water quality is permitted. Cut from areas in the development will be redeployed to the northernmost part of the property to raise it and guide stormwater to the detention pond located at the southern end of the property (see Exhibit B-4). Pool discharge will be directed to facilities to be built by the developer and not discharged into the City of Lago Vista Sewer System in accordance with all TCEQ and LCRA regulations.

R. Other Applicable Regulations. Design and construction shall comply with all applicable regulations of other agencies or jurisdictions, including but not limited to the American with Disabilities Act, the Texas Accessibility Standards, TCEQ and LCRA.

3. Traffic Mitigation. The Developer completed a Traffic Impact Analysis in accordance with city requirements (see "Exhibit E"), coordinated with the city engineer, and will fully mitigate its proportional impact on the roadway system. A Deceleration Lane is required as part of the mitigation efforts from the traffic impact analysis; this additional lane will be dedicated by way of plat with additional right of way in order to accommodate an additional lane on Boggy Ford in addition to the deceleration lane. Payments for the development's proportional impacts will be made to the city who will be responsible for coordinating payments from other developers and then

making subsequent offsite improvements to the impacted roadway elements. Payments made by developer are subject to any credits against roadway impact fees as permitted by law.

4. Agreement. The appropriate departments of the City, the Planning & Zoning Commission and the City Council hereby find and agree that this Ordinance and the project contemplated herein complies with and satisfies the requirements of Section 6.105, Section 10.20, and Section 13.20 of the Zoning Ordinance as well as the Comprehensive Master Plan of the City of Lago Vista. The City Council finds that this Ordinance serves as both a concept plan and a detail plan approval and that no additional detail plans are required by the Zoning Ordinance and thus the requirements of Section 10.20(e) have been met.

5. Land Use Plan. The depiction of the "Laverne Estates Planned Development District" in Exhibit "B" is not intended to reflect the level of detail and finality associated with construction permit documents. Non-substantive changes which do not alter the basic relationship of the proposed development to adjacent property, which do not alter the uses permitted, increase the density, height, or impervious surface coverage of the site, which do not decrease the off-street parking ratio or reduce the required setbacks within the boundary of the site and which do not decrease any buffers shown on the approved detail plan shall be administratively authorized in writing by the Development Services Director. Conversely, substantive changes in the detail plan shall be considered in accordance with the requirements of Section 10 of the Zoning Ordinance.

Section 7. Repealer. The Zoning Ordinance and all other applicable portions of the Lago Vista Code of Ordinances are amended as required to incorporate the "Laverne Estates Planned Development District" as described herein. Any portion of the Zoning Ordinance, Comprehensive Master Pan or any applicable ordinance in conflict with this Ordinance is hereby repealed or amended to the extent of such conflict only.

Section 8. Severability. Should any section or part of this Ordinance be held unconstitutional, illegal, or invalid, or the application to any person or circumstance for any reasons thereof ineffective or inapplicable, such unconstitutionality, illegality, invalidity, or ineffectiveness of such section or part shall in no way affect, impair or invalidate the remaining portion or portions thereof; but as to such remaining portion or portions, the same shall be and remain in full force and effect and to this end the provisions of this Ordinance are declared to be severable.

Section 9. Effective Date. This Ordinance shall be in force and effect from and after its passage on the date shown below in accordance with the provisions of the Texas Local Government Code and the City's Charter.

Section 10. Change of Zoning Map. The City Manager is hereby authorized to and shall promptly note the zoning change on the official Zoning Map of the City of Lago Vista, Texas.

Section 11. Proper Notice and Meeting. It is hereby officially found and determined that the meeting at which this Ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551, Texas Local Government Code.

AND, IT IS SO ORDERED.

PASSED AND APPROVED this Xth day of May 2026.

Shane Saum, Mayor

Robin Smith, City Secretary

On a motion by Councilman XXXXX, seconded by Councilman XXXXX, the above and foregoing ordinance was passed and approved.

EXHIBIT "A"
Legal Description and Survey

A-1 Legal Description

A-2 Final Plat – Unsigned

A-3 Existing Conditions Plan

EXHIBIT "A"
Legal Description and Survey

Exhibit "A"

METES AND BOUNDS

Being 7.056 acres, more or less, out of the G.M. Campbell Survey, Abstract No. 189, & D.W. Railroad Co. Survey, Abstract No. 2605, same being the property described in a Warranty Deed recorded in Volume 13380, Page 2223, Real Property Records, Travis County, Texas, same being the property described more particularly described by metes and bounds as follows:

BEGINNING at a 1/2 inch iron rod found for the South corner of this 7.056 acres, same being the West corner of Stanley D. & Sandra L. Miller 5.419 acres (Document Number 2004130875), same being on the northeast line of a 60 foot wide Right-of-Way called Boggy Ford Road, same also being the **POINT OF BEGINNING;**

THENCE along the line common with this 7.056 acres and said northeast Right-of-Way line of Boggy Ford Road the following courses and distances:

Along a curve to the left, with a radius of 351.08 feet, an arc length of 84.24 feet (called 84.25 feet), with a chord bearing North 58 degrees 40 minutes 58 seconds West, a chord length of 84.03 feet, and a delta angle of 13 degrees 44 minutes 50 seconds to a point for an interior corner;

North 65 degrees 23 minutes 19 seconds West (called 65 degrees 07 minutes 55 seconds West), a distance of 316.65 feet to a 1/2 inch iron rod found for the West corner of this 7.056 acres, same being the southeast corner of Machart Trust 7.931 acres (Document Number 2010111400);

THENCE along the line common with this 7.056 acres and said Machart 7.931 acres, North 28 degrees 17 minutes 44 seconds East (called North 28 degrees 33 minutes 41 seconds East), a distance of 871.19 feet (called 871.24 feet) to a 1/2 inch iron rod found for the North corner of this 7.056 acres, same being the southwest line of Stone Fountain Partners LLC. 10.26 acres (Document Number 2015075252);

THENCE along the line common with this 7.056 acres and said Fountain 10.26 acres, South 37 degrees 21 minutes 51 seconds East (called South 37 degrees 04 minutes 30 seconds East), at a distance of 381.92 feet pass a 1/2 inch iron rod found out 0.1 feet, and continuing for a total distance of 438.95 feet (called 438.99 feet) to a Cotton Spindle found in a tree for the East corner of this 7.056 acres, same being the West corner of Gary Jon & Judy A. Marchman 6.754 acres, same also being the said North corner of said Miller 5.419 acres;

THENCE along the line common with this 7.056 acres and said Miller 5.419 acres South 28 degrees 17 minutes 51 seconds West (called South 28 degrees 33 minutes 34 seconds West), a distance of 674.36 feet (called 674.30 feet) to the **POINT OF BEGINNING,** and containing 7.056 acres of land, more or less.

I hereby certify that these field notes were prepared from an actual survey made on the ground under my supervision and are true and correct to the best of my knowledge and belief. A survey plat of the above described tract prepared this day is hereby attached to and made a part hereof. Bearings shown herein are based on actual GPS observations, Texas State Plane Coordinates, Central Zone, Grid.

David L. Elzy
Registered Professional Land Surveyor
Texas Registration No. 4675
April 12th, 2021

STATE OF TEXAS
DAVID L. ELZY
4675
REGISTERED
LAND SURVEYOR

STATE OF TEXAS §
COUNTY OF TRAVIS §

KNOW ALL MEN BY THESE PRESENTS THAT LAVERNE ESTATES, LP, BEING THE OWNER OF THAT CERTAIN 7.0575 ACRE (307,426 SQUARE FEET) TRACT OF LAND OUT OF THE GILES M. CAMPBELL (ALSO KNOWN AS MARY F. CAMPBELL) SURVEY NO. 98, ABSTRACT NO. 189, AND THE DALLAS AND WICHITA RAILROAD COMPANY (ALSO CALLED THE W.A. COOK) SURVEY NO. 100, ABSTRACT NO. 2605, SAID 7.0575 ACRES HAVING BEEN CONVEYED TO LAVERNE ESTATES, LP BY GENERAL WARRANTY DEED OF RECORD IN DOCUMENT NO. 2021248514 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, DO HEREBY SUBDIVIDE SAID 7.0575 ACRES TO BE KNOWN AS:

FINAL PLAT OF VISTA VERDE

IN ACCORDANCE TO THE PLAT SHOWN HEREON, SUBJECT TO ANY AND ALL EASEMENTS OR RESTRICTIONS HEREOTFORE GRANTED, AND DOES HEREBY DEDICATE TO THE PUBLIC STREETS OR EASEMENTS DEDICATED HEREON.

WITNESS MY HAND, THIS THE _____ DAY OF _____, 20___ A.D.

BY: LAVERNE ESTATES, LP

BY: _____
PRINT NAME: SUDHAKAR KARUMURI
AUTHORIZED REPRESENTATIVE

STATE OF TEXAS §
COUNTY OF TRAVIS §

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED SUDHAKAR KARUMURI, AUTHORIZED REPRESENTATIVE FOR LAVERNE ESTATES, LP, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT OF WRITING, AND SHE ACKNOWLEDGED TO ME THAT SHE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED AND IN THE CAPACITY THEREIN STATED.

WITNESS MY HAND AND SEAL OF OFFICE, THIS THE _____ DAY OF _____, 20___ A.D.

_____
NOTARY PUBLIC FOR TRAVIS, COUNTY, TEXAS

WITNESS MY HAND, THIS THE _____ DAY OF _____, 20___ A.D.

CITY OF LAGO VISTA APPROVAL

THIS PLAT HAS BEEN SUBMITTED TO AND CONSIDERED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF LAGO VISTA, TEXAS AND IS HEREBY RECOMMENDED FOR APPROVAL BY THE CITY COUNCIL.

_____ _____
CHAIR, PLANNING AND ZONING COMMISSION DATE:

APPROVED AND AUTHORIZED FOR RECORD BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA.

_____ _____
KEVIN SULLIVAN, MAYOR OF LAGO VISTA, TEXAS DATE:

ATTEST:

_____ _____
CITY SECRETARY, CITY OF LAGO VISTA, TEXAS DATE:

STATE OF TEXAS §
COUNTY OF TRAVIS §

I, DYANA LIMON-MERCADO, CLERK OF TRAVIS COUNTY, TEXAS, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT OF WRITING AND ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE ON THE _____DAY OF _____, 20___ A.D.,

AT _____ O'CLOCK __M., AND DULY RECORDED ON THE _____ DAY OF

_____, 20___ A.D., AT _____ O'CLOCK ___ M., OF SAID

COUNTY AND STATE IN DOCUMENT NO. _____ OF THE

OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS.

WITNESS MY HAND AND SEAL OF THE OFFICE OF THE COUNTY CLERK,

THIS THE _____ DAY OF _____, 20___ A.D.

_____
DEPUTY, COUNTY CLERK
TRAVIS COUNTY, TEXAS

SURVEYOR'S CERTIFICATION:

I, FERNANDO PEREZ, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF LAND SURVEYING, AND HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, THAT IT WAS PREPARED FROM AN ACTUAL ON THE GROUND SURVEY OF THE PROPERTY MADE UNDER MY DIRECTION AND SUPERVISION AND THAT ALL NECESSARY SURVEY MONUMENTS ARE CORRECTLY SET OR FOUND AS SHOWN HEREON.

_____
FERNANDO PEREZ, R.P.L.S. DATE
TEXAS REGISTRATION NO. 7041
fperez@capitalsurveying.com

BEARING BASIS:

ALL BEARINGS ARE BASED ON THE STATE PLANE COORDINATE SYSTEM, NAD83, TEXAS CENTRAL ZONE (4203). ALL DISTANCES WERE ADJUSTED TO SURFACE USING A COMBINED SCALE FACTOR OF 1.000113775403.

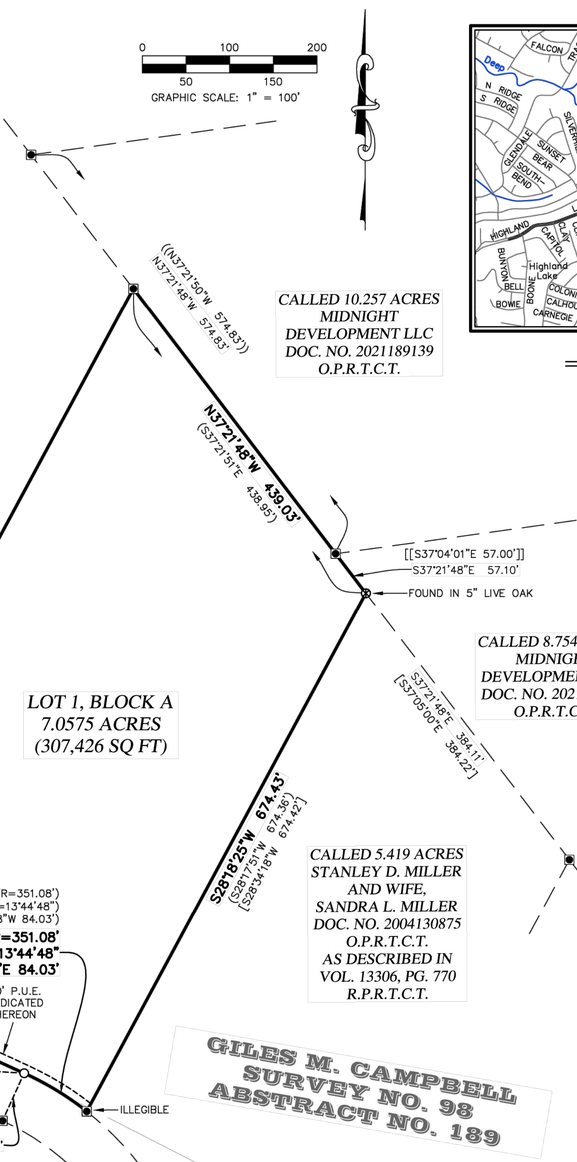
GENERAL NOTES:

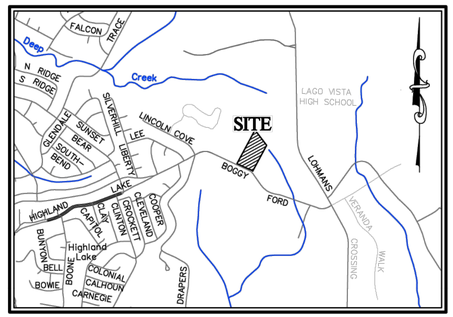
1. NO STRUCTURES SHALL BE OCCUPIED UNTIL CONNECTED TO THE CITY OF LAGO VISTA APPROVED PUBLIC WATER SYSTEM AND A PUBLIC WASTEWATER SYSTEM.
2. ALL WATER AND WASTEWATER SYSTEMS IMPROVEMENTS MUST BE IN ACCORDANCE WITH THE CITY OF LAGO VISTA "WATER AND WASTEWATER SYSTEM DESIGN CRITERIA AND SPECIFICATIONS". ALL WATER AND WASTEWATER PLANS MUST BE PRESENTED TO THE CITY OF LAGO VISTA WATER AND WASTEWATER UTILITY FOR REVIEW AND APPROVAL. ALL WATER AND WASTEWATER CONSTRUCTION MUST BE INSPECTED BY THE CITY OF LAGO VISTA.
3. PROPERTY OWNER OR HIS/HER ASSIGNS SHALL PROVIDE FOR ACCESS TO DRAINAGE EASEMENTS OR WATER QUALITY EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY THE CITY OF LAGO VISTA FOR INSPECTION AND MAINTENANCE OF SAID EASEMENTS.
4. NO BUILDINGS, FENCES, LANDSCAPING OR OTHER OBSTRUCTIONS ARE PERMITTED IN DRAINAGE EASEMENTS EXCEPT AS PROVIDED BY THE CITY OF LAGO VISTA.
5. ALL STREETS AND DRAINAGE FACILITIES WILL BE CONSTRUCTED TO THE CITY OF LAGO VISTA STANDARDS.
6. ALL DRAINAGE EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR ASSIGNS.
7. EROSION AND SEDIMENTATION CONTROLS ARE REQUIRED FOR ALL CONSTRUCTION ON EACH LOT IN ACCORDANCE WITH CITY OF LAGO VISTA REQUIREMENTS.
8. CONSTRUCTION OF IMPROVEMENTS WITHIN THIS SUBDIVISION SHALL NOT COMMENCE UNTIL ALL APPLICABLE PERMITS AND/OR CONSTRUCTION PLANS HAVE BEEN APPROVED BY THE CITY OF LAGO VISTA, TEXAS. ALL IMPROVEMENTS SHALL CONFORM TO APPLICABLE CITY STANDARDS AND SPECIFICATIONS.
9. BUILDING SETBACKS NOT SHOWN HEREON SHALL CONFORM TO THE CURRENT ZONING ORDINANCE OF THE CITY OF LAGO VISTA, TEXAS.
10. PER THE CURRENT CITY ORDINANCE 24-06-06-01, THIS SUBDIVISION IS WITHIN THE CORPORATE LIMITS OF THE CITY OF LAGO VISTA, TEXAS.
11. THIS SURVEY WAS DONE WITHOUT THE BENEFIT OF A TITLE COMMITMENT AND WOULD BE SUBJECT TO ANY AND ALL EASEMENTS, CONDITIONS OR RESTRICTIONS THAT A CURRENT TITLE COMMITMENT MAY DISCLOSE.

ENGINEER'S CERTIFICATION:

I, WILL PARNELL, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF ENGINEERING, AND HEREBY CERTIFY THAT THIS PLAT CONFORMS WITH THE APPLICABLE ORDINANCES OF THE CITY OF LAGO VISTA, TEXAS, AND TRAVIS COUNTY, TEXAS, AND THAT NO PORTION OF THIS SUBDIVISION IS LOCATED WITHIN THE LIMITS OF A 100-YEAR FLOODPLAIN RECOGNIZED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) PER FLOOD INSURANCE RATE MAP (FIRM) PANEL NUMBER 48453C0215J, DATED JANUARY 22, 2020. THE ENGINEER DOES NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF SAID FIRM.

_____
WILL PARNELL, P.E. DATE
LICENSED PROFESSIONAL ENGINEER NO. 121598
PARNELL ENGINEERING, INC.
FIRM #19566
500 E. WHITESTONE BLVD., #1419
CEDAR PARK, TEXAS 78613





VICINITY MAP
SCALE: 1" = 2000'

LEGEND

	SUBJECT PROPERTY LINE
	ADJACENT PROPERTY LINES
	BUILDING SETBACK LINES
	EASEMENT LINES
○	1/2" IRON ROD SET W/PLASTIC CAP MARKED "CSC BOUNDARY"
⊗	COTTON SPINDLE AS NOTED
◉	IRON ROD FOUND WITH ALUMINUM CAP UNLESS NOTED
●	1/2" IRON ROD FOUND
△	SURVEY CONTROL POINT
VOL./PG.	VOLUME, PAGE
DOC. NO.	DOCUMENT NUMBER
R.O.W.	RIGHT-OF-WAY
D.E.	DRAINAGE EASEMENT
E.T.E.	ELECTRIC & TELECOM EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
R.P.R.T.C.T.	REAL PROPERTY RECORDS, TRAVIS COUNTY, TEXAS
O.P.R.T.C.T.	OFFICIAL PUBLIC RECORDS, TRAVIS COUNTY, TEXAS
(.....)	RECORD INFORMATION PER DEED DOC. NO. 2021248514
{.....}	RECORD INFORMATION PER DEED DOC. NO. 2024090910
[.....]	RECORD INFORMATION PER DEED DOC. NO. 2004130875
((.....))	RECORD INFORMATION PER DEED DOC. NO. 2021189139
[[.....]]	RECORD INFORMATION PER DEED DOC. NO. 2021244883

FINAL PLAT OF VISTA VERDE
City of Lago Vista, Travis County, Texas

BEING 7.0575 ACRES SITUATED IN THE GILES M. CAMPBELL SURVEY NO. 98, ABSTRACT NO. 189, AND THE DALLAS AND WICHITA RAILROAD COMPANY SURVEY NO. 100, ABSTRACT NO. 2605

CAPITAL SURVEYING
925 S CAPITAL OF TEXAS HIGHWAY
BLDG. B, SUITE 115, Austin, Texas 78746
info@capitalsurveying.com (512) 327-4006
TBPELS FIRM #1012670

Date:	8/4/2025
Project:	00046
Scale:	1" = 100'
Reviewer:	FP
Tech:	AK
Field Crew:	CC/RC
Sheet:	1 OF 1

P:\00046\Dwg\00046.dwg

BY OTHERS FOR INFORMATION ONLY

parnell engineering
www.parnellengineeringinc.com
500 E. WHITESTONE BLVD (#1419)
CEDAR PARK, TX 78613
512-431-8411
TEXAS REGISTRATION FIRM NO. F-19566

BY	MARK	DATE	DESCRIPTION

LAVERNE DEVELOPERS
VISTA VERDE RESORT HOTEL
19708 BOGGY FORD ROAD, LAGO VISTA, TEXAS 78645
PLAT

Project No:	
Designed By:	
Drawn By:	
Checked By:	

A-2

File No:

Copyright: Parnell Engineering

Bar Measures 1 inch, otherwise drawing not to scale

3/25/2026 10:43:34 AM - J:\2511_LAVERNE DEVELOPERS\2511.01 VISTA VERDE RESORT HOTEL\CAD\EXHIBITS\A-2 PLAT.DWG - MIKE RECTOR

STONE FOUNTAIN PARTNERS LLC
10.26 ACRES
(DOC. NO. 2015075252)
FUTURE LAND USE DESIGNATION:
REGIONAL RETAIL
LOCATED IN LAGO VISTA ETJ

GARY JON & JUDY A. MARCHMAN
6.754 ACRES
(VOL. 13015, PG. 844)
FUTURE LAND USE
DESIGNATION: REGIONAL RETAIL
LOCATED IN LAGO VISTA ETJ

LAVERNE ESTATES LP
ABS 189 SUR 98 CAMPBELL M F ACR 7.055
(AKA LOT 32 RANCHO CIELO)
7.055 AC (307,315.80 SQ FT)
LOCATED IN LAGO CITY LIMITS
CURRENT ZONING: TR1
REZONING TO PPD

MACHART TRUST
7.931 ACRES
(DOC. NO. 2010111400)
FUTURE LAND USE
DESIGNATION: REGIONAL RETAIL
LOCATED IN LAGO VISTA ETJ

STANLEY D. & SANDRA L. MILLER
5.419 ACRES
(DOC. NO. 2004130875)
FUTURE LAND USE DESIGNATION:
REGIONAL RETAIL
LOCATED IN LAGO VISTA ETJ

E.T.J. S37°21'12"E 439.03'

E.T.J. S26°17'46"E 671.25'

E.T.J. S26°18'12"W 674.37'

E.T.J.

OE

N65°22'44"W 316.63'

BOGGY FORD ROAD
60' R.O.W.
35 MPH

6"FM
16"W

6"FM
16"W

SCALE: 1" = 50'

LEGEND

EXISTING

- CITY LIMITS/ETJ
- MAJOR CONTOUR
- MINOR CONTOUR
- PROPERTY BOUNDARY
- ADJOINER LINE
- WASTEWATER FORCE MAIN LINE
- WATER LINE
- OVERHEAD POWER LINE
- FENCE
- POWER POLE

EXISTING UTILITIES NOTE:

ALL EXISTING UTILITIES ARE LOCATED IN BOGGY FORD ROAD R.O.W.

STATE OF TEXAS
WILLIAM E. PARNELL
121598
LICENSED
PROFESSIONAL ENGINEER
3/25/26

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512-431-8411
TEXAS REGISTRATION FIRM NO. F-19566

MARK	DATE	DESCRIPTION	BY

LAVERNE DEVELOPERS
VISTA VERDE RESORT HOTEL
19708 BOGGY FORD ROAD, LAGO VISTA, TEXAS 78645

EXISTING CONDITIONS PLAN

Project No:	
Designed By:	
Drawn By:	
Checked By:	

A-3

File No: 2511.01

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EXHIBIT "B"
Land Use Plan

B-1 Land Use Plan

B-2 Landscape Plan

B-3 Existing Drainage Areas

B-4 Proposed Drainage Areas

B-5 Proposed Elevation

B-6 Proposed Concept Drawings

B-7 Additional Concept Drawings

B-8 Austin ETJ Release Area Map

F-1 Vertical Fire Access Elevations



OVERALL SITE DATA TABLE		
	EXISTING	PROPOSED
TOTAL SITE AREA (SQ-FT)	307,315.8	307,315.8
ZONING	TR-1	PDD
PROPOSED USE	UNDEVELOPED	HOTEL
NUMBER OF BUILDINGS	0	8
TOTAL GROSS FLOOR AREA (SQ-FT)	0	69,300
TOTAL BUILDING COVERAGE (SQ-FT)	0	40,300
TOTAL BUILDING COVERAGE (%)	0	13.1
OTHER IMPERVIOUS COVER (SQ-FT)	0	131,365
OTHER IMPERVIOUS COVER (%)	0	42.7
TOTAL IMPERVIOUS COVER (SQ-FT)	0	171,665.0
TOTAL IMPERVIOUS COVER (%)	0	55.9

HOTEL DATA TABLE	
TOTAL GROSS FLOOR AREA (SQ-FT)	54,837
NUMBER OF GUEST ROOMS	78
BUILDING COVERAGE (SQ-FT)	18,279
BUILDING COVERAGE (%)	5.9
BUILDING HEIGHT (STORIES)	4
BUILDING HEIGHT (FEET)	42
FOUNDATION TYPE	SLAB-ON-GRADE
F.F.E. (AMSL) - GROUND FLOOR	993

EVENTS CENTER DATA TABLE	
TOTAL GROSS FLOOR AREA (SQ-FT)	54,837
BUILDING COVERAGE (SQ-FT)	13,921
BUILDING COVERAGE (%)	4.5
BUILDING HEIGHT (STORIES)	2
BUILDING HEIGHT MAX. (FEET)	32
FOUNDATION TYPE	SLAB-ON-GRADE
F.F.E. (AMSL) - GROUND FLOOR	988.9

CASITAS DATA TABLE		
	PER UNIT	TOTAL
NUMBER OF BUILDINGS		6
TOTAL GROSS FLOOR AREA (SQ-FT)	2,700	16,200
NUMBER OF GUEST ROOMS	2	12
BUILDING COVERAGE (SQ-FT)	1,350	8,100
BUILDING COVERAGE (%)	0.4	2.6
BUILDING HEIGHT (STORIES)	2	N/A
BUILDING MAX. HEIGHT (FEET)	30	N/A
FOUNDATION TYPE	SLAB-ON GRADE	N/A
F.F.E. (AMSL) - GROUND FLOOR	983.5 - 979 - 944 943.3 - 938 - 936.5	N/A

0 25' 50' 100'
SCALE: 1" = 50'

LEGEND

EXISTING

- 735 — MAJOR CONTOUR
- 734 — MINOR CONTOUR
- PROPERTY BOUNDARY
- ADJOINER LINE
- #FM — WASTEWATER FORCE MAIN LINE
- #W — WATER LINE
- OE — OVERHEAD POWER LINE
- POWER POLE
- XXX — TREE TO REMAIN AND TREE ID NO.

PROPOSED

- 735 — MAJOR CONTOUR
- 734 — MINOR CONTOUR
- WW — WASTEWATER LINE
- #W — WATER LINE
- BUILDING
- CONCRETE
- PAVED DRIVE AND PARKING
- FH — FIRE HYDRANT

LAGO VISTA RESORT HOTEL USE/PARKING TABLE					
Use	Quantity	Unit	Use Parking Ratio	Parking Required	Parking Provided
Hotel/Motel	78	Rooms	1 PER ROOM	78	90
Event Space (Main)	6,000	sq. ft.	1 PER 500 SF	12	20
Event Space (Aux)	7,929	sq. ft.	1 PER 500 SF	16	17
Restaurant (Lobby Includes Bar)	4,000	sq. ft.	1 PER 250 SF	16	23
Casita	12	Rooms	1 PER ROOM	12	25
			Total Required	134	Total Provided 175

PARKING BY TYPE	
Hotel & Events Center	
STANDARD	133
PARALLEL	5
ADA STANDARD	9
ADA PARALLEL	3
SUBTOTAL:	150
Casitas	
STANDARD	23
ADA STANDARD	2
SUBTOTAL:	25
TOTAL	**175**

STATE OF TEXAS
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TEXAS REGISTRATION FIRM NO. F-19566

MARK	DATE	DESCRIPTION	BY

LAVERNE DEVELOPERS
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19708 BOGGY FORD ROAD, LAGO VISTA, TEXAS 78645

LAND USE PLAN

Project No:
Designed By:
Drawn By:
Checked By:

B-1

File No: 2511.01

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0 25' 50' 100'

SCALE: 1" = 50'

LEGEND

EXISTING

- 735 — MAJOR CONTOUR
- 734 — MINOR CONTOUR
- PROPERTY BOUNDARY
- ADJOINER LINE
- #FM — WASTEWATER FORCE MAIN LINE
- #W — WATER LINE
- OE — OVERHEAD POWER LINE
- POWER POLE
- XXX — TREE TO REMAIN AND TREE ID NO.

PROPOSED

- 735 — MAJOR CONTOUR
- 734 — MINOR CONTOUR
- WW — WASTEWATER LINE
- #W — WATER LINE
- BUILDING
- CONCRETE
- PAVED DRIVE AND PARKING
- LANDSCAPED AREAS (PER CITY OF LAGO VISTA LANDSCAPING REQUIREMENTS AND GUIDELINES)
- FH — FIRE HYDRANT
- TREE

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MARK	DATE	DESCRIPTION	BY

LAVERNE DEVELOPERS
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LANDSCAPE PLAN

Project No:	
Designed By:	
Drawn By:	
Checked By:	

B-2

File No: 2511.01

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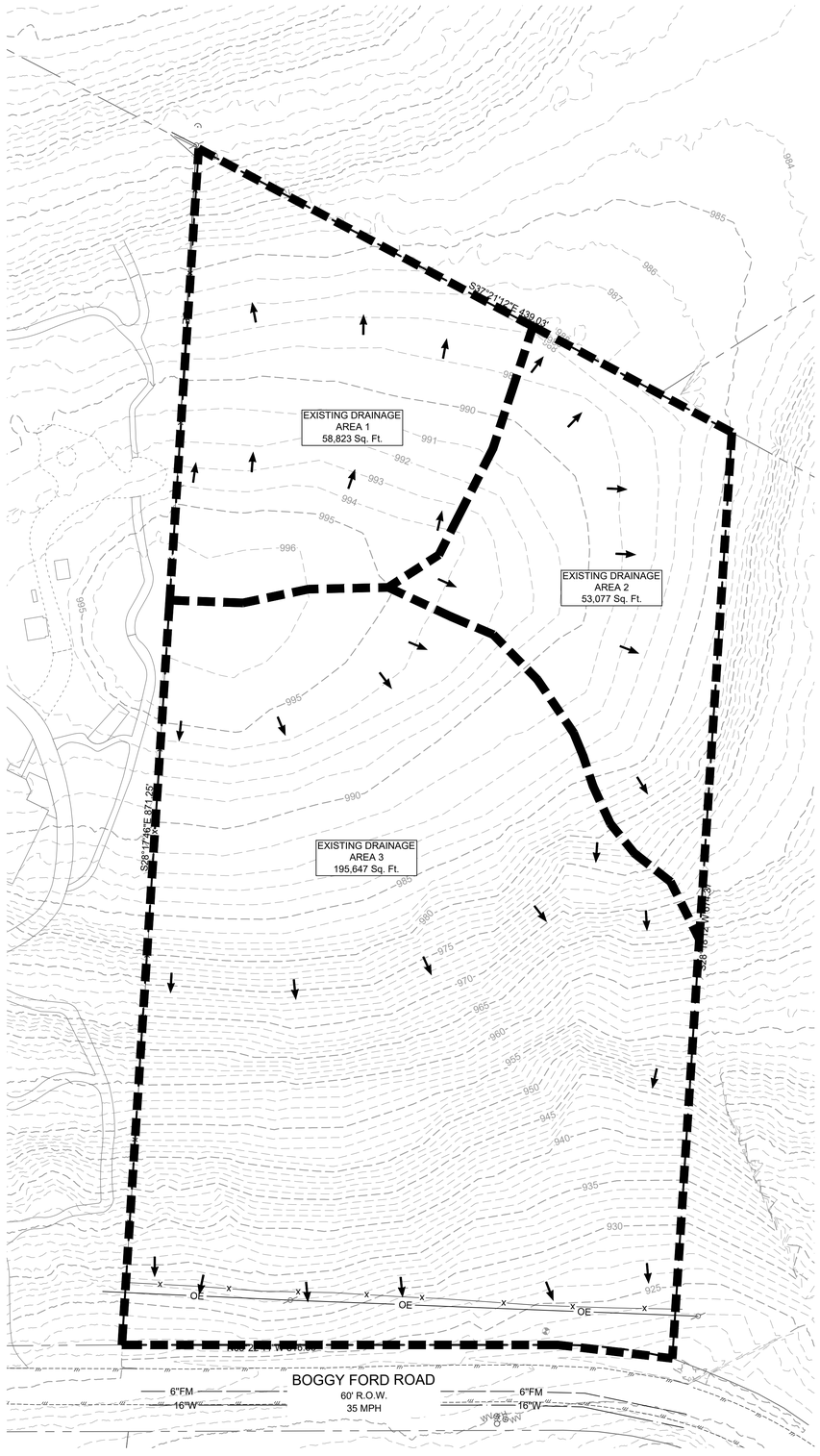

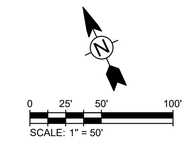

LEGEND

EXISTING

- 735 — MAJOR CONTOUR
- 734 — MINOR CONTOUR
- PROPERTY BOUNDARY
- ADJOINER LINE
- #FM — WASTEWATER FORCE MAIN LINE
- #W — WATER LINE
- OE — OVERHEAD POWER LINE
- x — x — FENCE
- POWER POLE



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MARK	DATE	DESCRIPTION

LAVERNE DEVELOPERS

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EXISTING DRAINAGE AREAS

Project No:	
Designed By:	
Drawn By:	
Checked By:	

B-3

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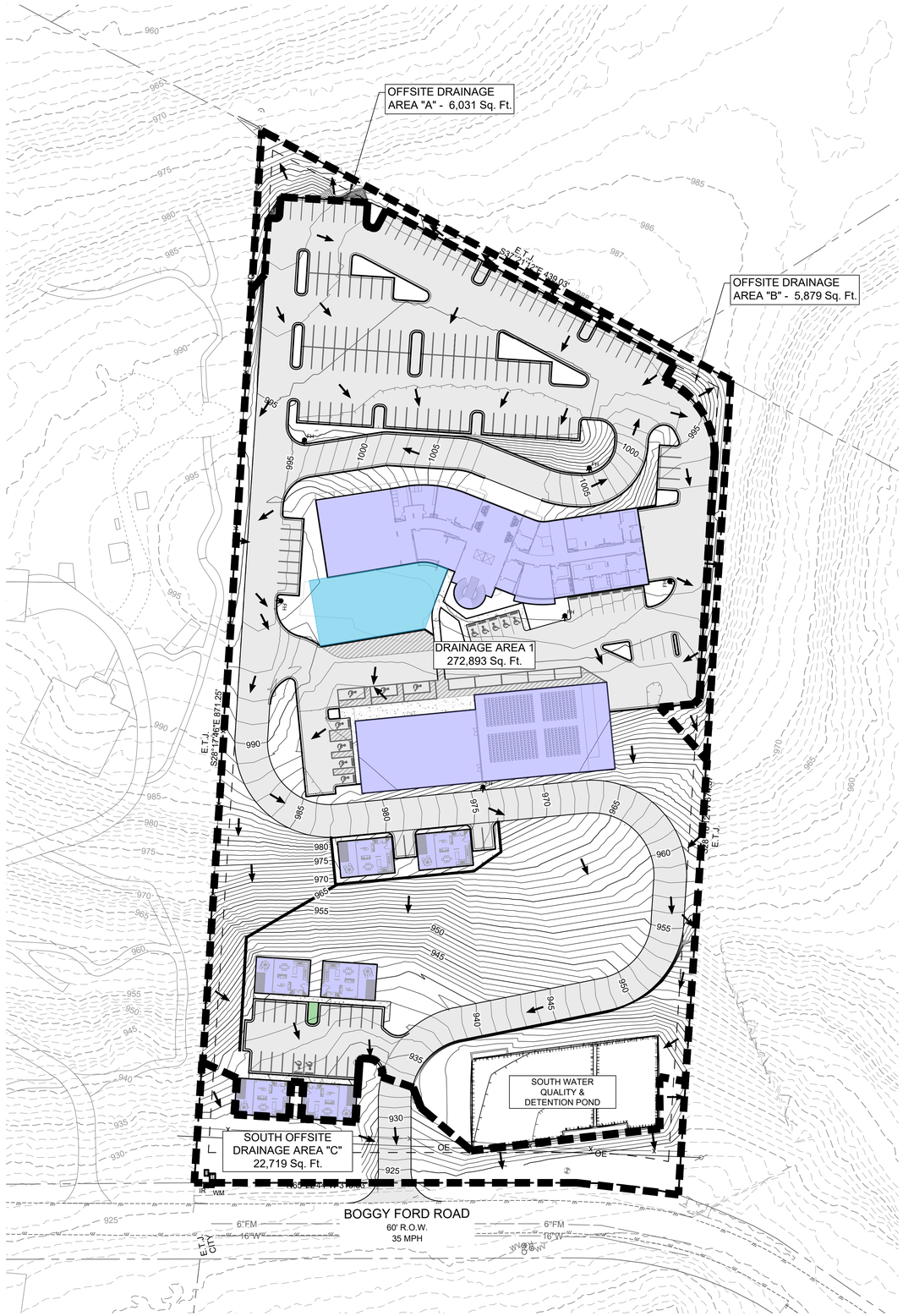

0 25' 50' 100'
SCALE: 1" = 50'

LEGEND

EXISTING

- 735 / 734 — MAJOR CONTOUR / MINOR CONTOUR
- PROPERTY BOUNDARY
- ADJOINER LINE
- #FM — WASTEWATER FORCE MAIN LINE
- #W — WATER LINE
- OE — OVERHEAD POWER LINE
- POWER POLE
- XXX — TREE TO BE REMOVED AND TREE ID NO.
- XXX — TREE TO REMAIN AND TREE ID NO.

PROPOSED

- 735 / 734 — MAJOR CONTOUR / MINOR CONTOUR
- BUILDING
- CONCRETE
- PAVED DRIVE AND PARKING
- FH — FIRE HYDRANT

STATE OF TEXAS
WILLIAM E. PARNELL
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MARK	DATE	DESCRIPTION	BY

LAVERNE DEVELOPERS
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19708 BOGGY FORD ROAD, LAGO VISTA, TEXAS 78645

PROPOSED DRAINAGE AREA PLAN

Project No:	
Designed By:	
Drawn By:	
Checked By:	

B-4

File No: 2511.01

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EXHIBIT "C"
Signage Plan

C-1 Signage Plan



0 25' 50' 100'

SCALE: 1" = 50'

LEGEND

EXISTING

- 735 — MAJOR CONTOUR
- 734 — MINOR CONTOUR
- PROPERTY BOUNDARY
- ADJOINER LINE
- #FM — WASTEWATER FORCE MAIN LINE
- #W — WATER LINE
- OE — OVERHEAD POWER LINE
- POWER POLE
- XXX — TREE TO REMAIN AND TREE ID NO.

PROPOSED

- BUILDING
- CONCRETE
- PAVED DRIVE AND PARKING
- LANDSCAPED AREAS (PER CITY OF LAGO VISTA LANDSCAPING REQUIREMENTS AND GUIDELINES)
- FH — FIRE HYDRANT
- DIRECTIONAL SIGN
- IDENTIFICATION SIGN

SIGNAGE NOTE:

SIGNAGE SHOWN IS FOR VEHICULAR TRAFFIC ONLY. SMALL PLACARDS AND SIGNS FOR PEDESTRIAN USAGE IS NOT SHOWN.

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MARK	DATE	DESCRIPTION	BY

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19708 BOGGY FORD ROAD, LAGO VISTA, TEXAS 78645

SIGNAGE PLAN

Project No:	
Designed By:	
Drawn By:	
Checked By:	

C-1

File No: 2511.01

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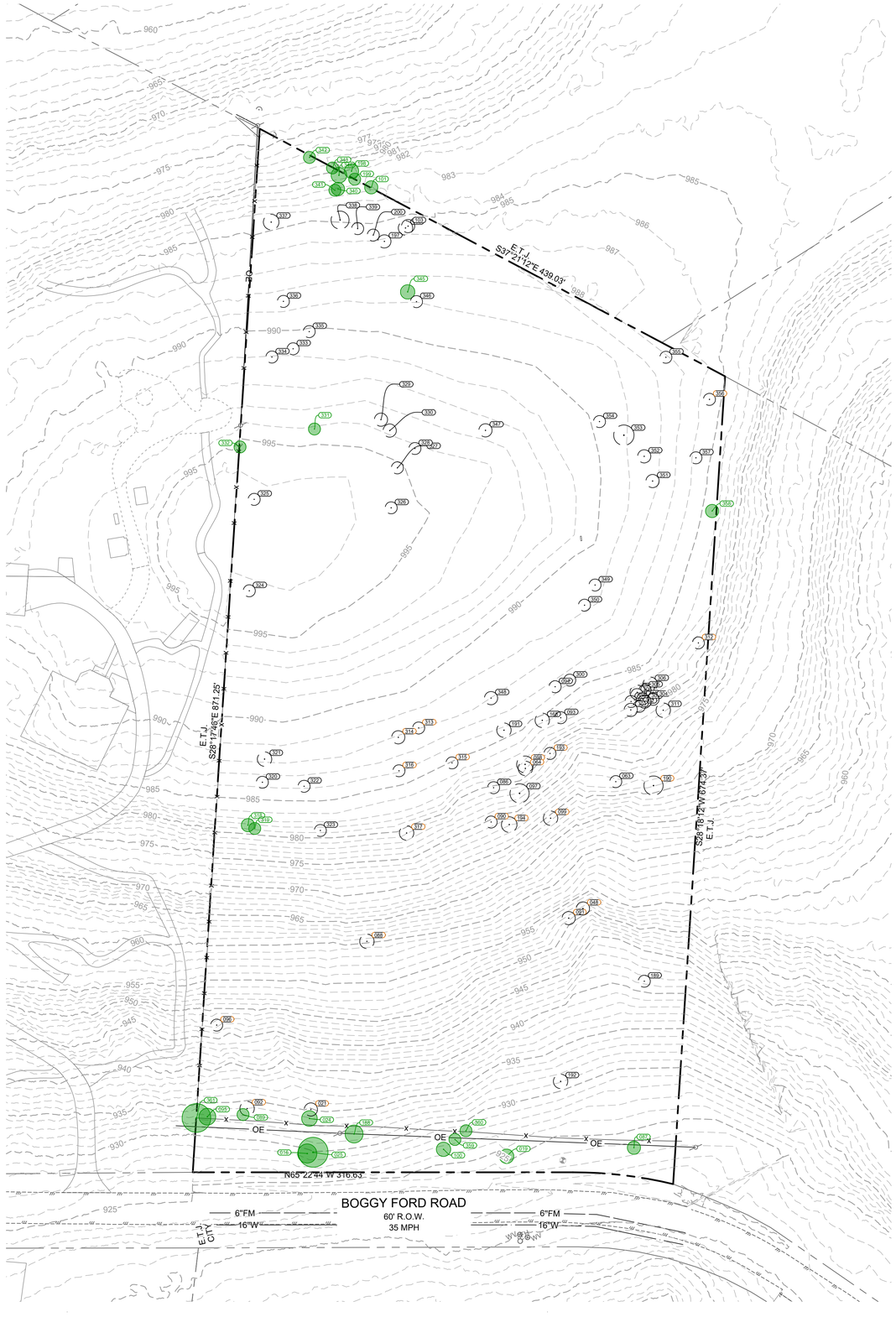
EXHIBIT “D”
Tree Preservation Plan

D-1 Tree Preservation Plan



TREES TO REMAIN	
TREE #	DESCRIPTION
016	16" OAK
019	12" OAK
024	13" OAK
025	25" OAK
087	11" OAK
089	10" OAK
095	14" OAK
100	12" OAK
101	11" OAK
188	15" OAK
198	12" OAK
199	10" OAK
300	10" OAK
318	11" OAK
319	10" OAK
331	10" OAK
332	10" OAK
340	11" OAK
341	10" OAK
342	10" OAK

TREES TO REMAIN	
TREE #	DESCRIPTION
343	10" OAK
344	13" OAK
345	12" OAK
358	11" OAK
359	10" OAK
360	10" OAK
361	24" CEDAR

TREES TO REMOVE	
TREE #	DESCRIPTION
021	11" OAK
048	11" OAK
063	10" OAK
064	12" OAK
086	10" OAK
088	12" OAK
090	10" OAK
091	11" OAK
092	12" OAK
093	10" OAK
094	10" OAK
096	10" OAK
097	16" OAK
098	14" OAK
099	12" OAK
102	12" OAK
103	11" OAK
168	12" OAK
189	10" OAK
190	16" OAK
191	12" OAK
192	12" OAK
193	10" OAK
194	13" OAK
197	11" OAK
200	10" OAK
300	10" OAK
301	11" OAK
302	10" OAK
303	11" OAK
304	10" OAK
305	10" OAK
306	12" OAK
307	12" OAK
308	10" OAK
309	10" OAK
310	10" OAK
311	12" OAK
312	10" OAK
313	10" OAK

TREES TO REMOVE	
TREE #	DESCRIPTION
314	11" OAK
315	10" OAK
316	10" OAK
317	12" OAK
320	10" OAK
321	12" OAK
322	10" OAK
323	10" OAK
324	10" OAK
325	10" OAK
326	10" OAK
327	10" OAK
328	10" OAK
329	11" OAK
330	11" OAK
333	10" OAK
334	10" OAK
335	10" OAK
336	10" OAK
337	13" OAK
338	15" OAK
339	10" OAK
346	10" OAK
347	11" OAK
348	11" OAK
349	10" OAK
350	10" OAK
351	11" OAK
352	11" OAK
353	17" OAK
354	10" OAK
355	10" OAK
356	10" OAK
357	10" OAK

0 25' 50' 100'
SCALE: 1" = 50'

LEGEND

EXISTING

- 735 MAJOR CONTOUR
- 734 MINOR CONTOUR
- PROPERTY BOUNDARY
- ADJOINER LINE
- #FM WASTEWATER FORCE MAIN LINE
- #W WATER LINE
- OE OVERHEAD POWER LINE
- POWER POLE
- XXX TO BE REMOVED TREE WITH ID NO.
- XXX TO REMAIN TREE WITH ID NO.

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MARK	DATE	DESCRIPTION

LAVERNE DEVELOPERS
VISTA VERDE RESORT HOTEL
19708 BOGGY FORD ROAD, LAGO VISTA, TEXAS 78645

TREE PRESERVATION PLAN

Project No:
Designed By:
Drawn By:
Checked By:

D-1

File No: 2511.01

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EXHIBIT “E”
Traffic Impact Analysis

E-1 Traffic Impact Analysis Here

Traffic Impact Analysis Update for 19708 Boggy Ford Road Development in Lago Vista, Texas

WEDNESDAY, JANUARY 7, 2026

Response to Comments in Blue

- Somesh R. Katukuri, P.E.

Prepared By



01/07/2025

PROMET ENGINEERS
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somesh@prometengineers.com
www.prometengineers.com

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SUPPORTING DOCUMENTATION

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APPENDIX B. Collected Traffic Data

APPENDIX C. Site-Traffic Distribution & Assignments

APPENDIX D. Synchro Reports

APPENDIX E. Original TIA Report

I. INTRODUCTION

This report documents the methodology and results of a traffic impact analysis (TIA) update conducted by Promet Engineers, LLC (PROMET) in connection with the proposed hotel development (hereinafter referred to as the Project) at 19708 Boggy Ford Road, Lago Vista, Texas. The site's overall area is approximately 6 acres. The project is proposed to be built by the end of 2026. This study is an update of the original TIA prepared by GBA Companies Inc. in January 2024.

A. PURPOSE

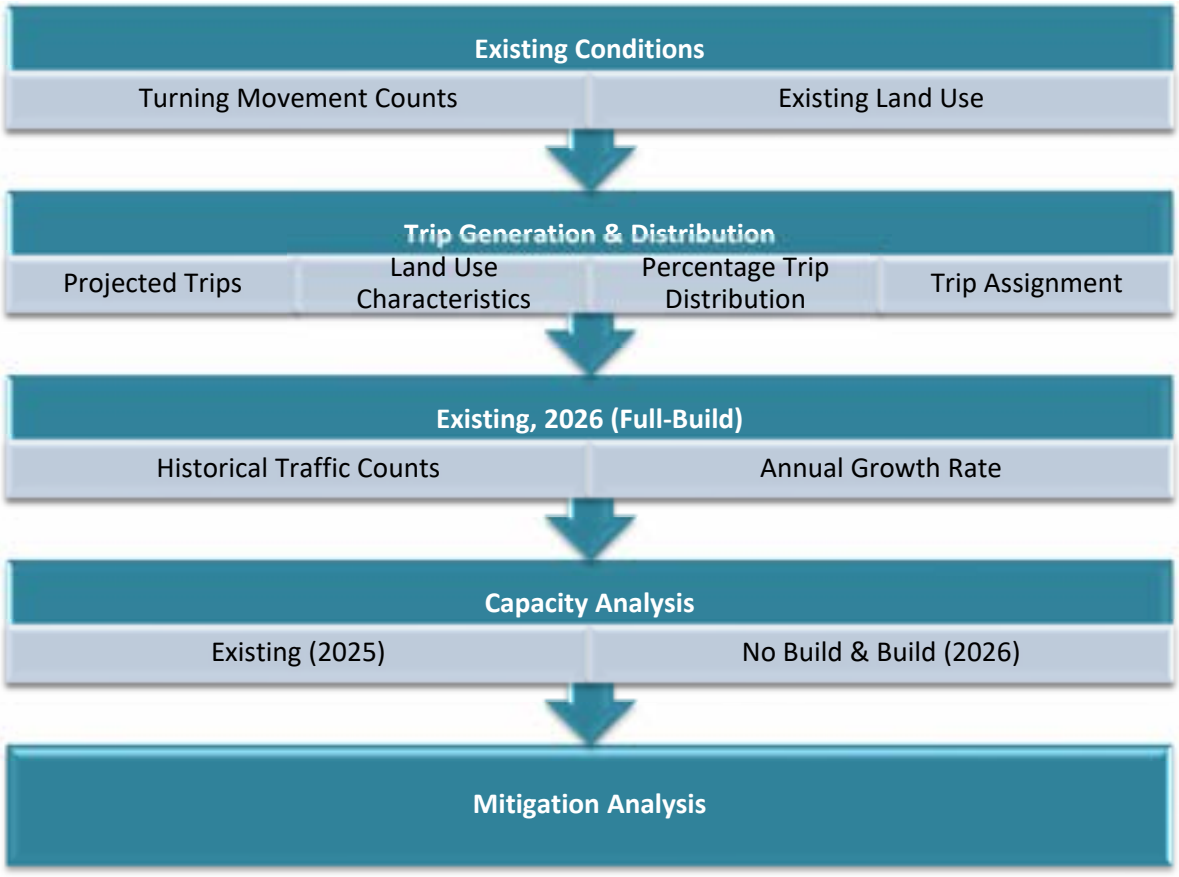
This study aims to determine the project's traffic impacts on the study intersections near the site, including site driveways. The intensity of the land uses in the proposed development has changed since the original TIA was prepared. The City of Lago Vista requested an update of the TIA for the latest site plan. The TIA update has been prepared following industry standards to fulfill the City's requirements.

B. METHODOLOGY

The traffic impact analysis evaluates existing and projected traffic operations within the study area during weekday morning and afternoon peak hour traffic conditions, when the combination of adjacent streets and the project trips is expected to be most significant.

The TIA study follows the five broad steps shown in **Figure 1**.

Figure 1. TIA Methodology



Analysis Periods

The analysis periods for the study are consistent with the original TIA. The turning movements counts at the study intersections were taken from the original TIA. The original TIA is provided in **Appendix E**. The following are the periods collected in the original study:

Peak Hours	Time Period Collected & Analyzed
AM Peak	7:00 AM – 9:00 AM
PM Peak	2:00 PM – 7:00 PM

Analysis Scenarios

The study analyzed the following scenarios:

- Existing Year (2025)
- No-Build (2026)
- Build (2026)

II. EXISTING AND PROPOSED LAND USE

This report section provides current and proposed land uses at the project site.

A. SITE LOCATION AND STUDY AREA

The proposed site is at 19708 Boggy Ford Road, Lago Vista, Texas. The site is currently undeveloped. The site location map and study area intersections are shown in **Exhibit 1**, which follows the report.

The following are the existing and proposed intersections analyzed in the study:

Signalized:

1. Lohman Ford Road at Dawn Drive
2. Lohman Ford Road at Boggy Ford Road/Shoreline Ranch Drive

Unsignalized:

3. Boggy Ford Road at National Drive
4. Boggy Ford Road at Driveway 1 (Proposed)

B. EXISTING AND PROPOSED DEVELOPMENT

The site is currently undeveloped. The proposed development's land uses include 90 hotel rooms, 8 casitas, and a 4,000 SF high-turnover sit-down restaurant. The concept site plan, prepared by Parnell Engineering, is provided in **Exhibit 2**.

The proposed land uses and gross floor areas for the project are as follows:

- Hotel: 90 Rooms
- Casitas: 8
- High-Turnover Sit-Down Restaurant: 4,000 SF

- Hotel Conference Room with a maximum of 300 attendees

III. EXISTING AND PROPOSED TRANSPORTATION SYSTEM

This section of the report provides information about the existing and proposed thoroughfare system and existing and projected traffic volumes.

A. THOROUGHFARE SYSTEM

1. Boggy Ford Road [Adjacent to the site]

    - Existing operation and cross-section: two lanes, two-way, undivided
    - Speed Limit: 35 mph (posted)
    - City of Lago Vista Functional Classification: Major Collector

2. Lohman Ford Road

    - Existing operation and cross-section: two lanes, two-way, undivided
    - Speed Limit: 50 mph (posted)
    - City of Lago Vista Functional Classification: Minor Arterial

The existing and proposed roadway lane geometry and traffic control are shown in **Exhibit 3 & 4**.

B. EXISTING TRAFFIC VOLUMES

Traffic counts used in this TIA update were taken from the original study. To establish the existing volumes for this TIA update, the 2023 volumes used in the original study were grown to 2025 at a 2% annual growth rate. The raw turning movement counts at the study intersections are shown in **Appendix B**.

C. PROJECTED TRAFFIC VOLUMES

The projected turning movement volumes were developed for the project build-out year 2026. To determine the no-build (2026) volumes for the TIA update, the original study's no-build volumes were projected to grow at a 2% annual rate through 2026. The no-build volumes considered the site traffic from the future developments in the vicinity that are planned to be built before the proposed project. The following are the two future projects considered as background projects for the analysis:

- Shoreline Ranch: 697 single-family residential units

- Nature's Point

    - Multifamily Housing: 50 Dwelling Units
    - Resort Hotel – 150 Rooms
    - Shopping Center – 8,000 SF
    - Quality Restaurant – 6,000 SF

The exact build-out year for the two projects was unknown when the study was prepared. As the original study included traffic from the above-mentioned projects in the no-build conditions, as explained in the

preceding paragraph, the 2025 no-build volumes from the original study were adjusted at a 2% annual growth rate to 2026 and used as background volumes. The future background volumes for the study intersections, calculated under no-build and build conditions, are shown in **Appendix A**.

IV. SITE TRAFFIC CHARACTERISTICS

This section of the report provides information regarding the projected number of trips generated by the proposed project. It also discusses traffic distribution and assignment.

A. PROPOSED SITE TRIP GENERATION

The Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition) was used to determine the number of trips for the project. The land use codes considered for the proposed project are 310 (Hotel), 260 (Recreational Homes), and 932 (High-Turnover Sit-Down Restaurant). **Table 1** shows the projected trip generation for the proposed project. The hotel will have a conference room with a maximum attendee capacity of 300 members. The original traffic study did not consider the special events or conferences at the site. This TIA update analyzed an additional scenario with a conference between 9:00 AM and 6:00 PM. The overall traffic projected by the site was added to the adjacent roadway network based on the global traffic distribution.

Projected trips shown for LUC 260 do not match the rates in ITE Trip Generator. Please update the number of trips generated, distributed, and all Synchro models to match accordingly.

Table 1. Projected Trip Generation

Land Use	Quantity	Daily Trip Ends (Weekday)	AM Peak-Hour Trip Ends (Adjacent Street Peak)	PM Peak-Hour Trip Ends (Adjacent Street Peak)
			Total (In/Out)	**Total** (In/Out)
Hotel (ITE#310)	90 Rooms	526	**31** (16/15)	**42** (22/20)
Recreational Homes (ITE#260)	8	35	**2** (1/1)	**3** (2/1)
High Turnover Sit-Down Restaurant	4,000 SF	415	**36** (20/16)	**37** (22/15)
		976	**69** (37/32)	**82** (46/36)

Response: The comment is not valid. The capacity analysis has been performed for the adjacent street peak hour which occurs between 7am-9am & 4pm-6pm on a weekday. The trip generation used in the analysis is correct and no changes are required.

e hotel conference event will generate a maximum of 300 attendees, trips (inbound & outbound) based on an average vehicle occupancy ate potential impacts during the standard peak hours, trips have been oach to capture worst-case scenarios. Accordingly, 150 inbound and e AM peak hour. In the PM peak hour, 15 inbound and 150 outbound attendees remain on-site or in the vicinity for additional meetings, wing the event. This distribution reflects a high but plausible traffic lly accounts for peak hour impacts. **Table 2** shows the projected trip

Table 2. Projected Trip Generation – For Conference

Land Use	Quantity	AM Peak-Hour Trip Ends (Adjacent Street Peak)	PM Peak-Hour Trip Ends (Adjacent Street Peak)
		Total (In/Out)	**Total** (In/Out)
Hotel	300	**165** (150/15)	**165** (15/165)

Conference	Attendees		
Total		**165** (150/15)	**165** (15/165)

B. TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The general trip distribution for the proposed site was taken from the original study to stay consistent with the initial analysis performed on the site. The traffic assignment is provided in **Appendix C**.

V. TRAFFIC ANALYSIS

This section describes the overall quality of the traffic flow at the study area intersections during the AM and PM peak hours.

A. LEVEL OF SERVICE EVALUATION

The analysis is based on Synchro capacity analysis methodologies and procedures in the Highway Capacity Manual, 6th Edition (HCM). This section presents the evaluation criteria and summarizes the results of the capacity analyses.

A.1. Level of Service

The intersection level of service (LOS) analyses were performed following the procedures recommended by the Highway Capacity Manual, 6th Edition (HCM) Level of Service methodologies to evaluate signalized and unsignalized intersections. Traffic analysis software Synchro Version 11 was used to evaluate the operations of the study intersections. The LOS criteria for signalized and unsignalized intersections are below in **Table 3.** LOS 'A' is considered a free-flow condition, and LOS 'F' is a failing condition. LOS 'D' is generally considered acceptable during peak hours.

Table 3. Level of Service (LOS) Criteria for Intersections

LOS	Signalized Intersection	Unsignalized Intersections
	Delay (sec/veh)	Delay (sec/veh)
A	0-10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Source: Highway Capacity Manual 6th Edition, Transportation Research Board

A.2. Results

Tables 4 & 5 summarize the capacity analysis for AM and PM peak hours. The performance measure is based on the average delay in seconds per vehicle by intersection for the signalized and unsignalized intersections. The traffic signal timings for the signalized intersection were obtained from the original study. The traffic signals were optimized where necessary for the no build and build conditions. Detailed Synchro reports are available in **Appendix D**. **Table 6** provides the capacity analysis results with the necessary mitigation measures at the failing intersections.

Table 4. Level of Service – Signalized Intersections

		Existing		2026 No-Build		2026 Build		2026 Build (w Conference)	
		AM	PM	AM	PM	AM	PM	AM	PM
Lohman Ford Road at Dawn Drive		D (44.8)	C (26.4)	F (87.5)	E (62.8)	F (93.5)	E (66.2)	F (95.8)	E (66.4)
	EB	E (64.3)	D (41.5)	F (>100)	F (>100)	F (>100)	F (>100)	F (>100)	F (>100)
	WB	F (96.7)	E (75.9)	F (>100)	F (96.0)	F (>100)	F (>100)	F (>100)	F >100)
	NB	D (48.7)	B (18.8)	F (>100)	C (24.9)	F (>100)	C (24.2)	F (>100)	C (32.6)
									E (68.3)
Lohman Ford Road at Shoreline Ranc									E (64.2)
									E (62.3)
									B (12.7)
									B (19.9)
									F (87.5)

Response: The LOS results from Synchro Timing were used because HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes. Below is a snapshot from Synchro. No action necessary.

HCM 6th Signalized Intersection Summary — 2026 Build - Mitigation
1: Lohman Ford & Dawn Drive — Timing Plan: AM

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

									onference)
									PM
National Drive at Boggy Ford Road	NB	B (13.5)	B (13.9)	B (14.0)	B (14.7)	B (14.0)	B (14.8)	B (14.2)	B (14.8)
	EBL	A (7.7)	A (8.0)	A (7.8)	A (8.1)	A (7.8)	A (8.1)	A (7.8)	A (8.1)
	WBL	A (0.0)	A (7.6)	A (0.0)	A (7.7)	A (0.0)	A (7.7)	A (0.0)	A (7.7)
	SB	B (14.4)	B (14.3)	C (15.2)	C (15.4)	C (15.3)	C (15.5)	C (15.6)	C (15.5)
Site Driveway 1 at Boggy Ford Road	EBL	- -	- -	- -	- -	A (7.9)	A (8.8)	A (8.3)	A (8.8)
	SB	-	- -	- -	- -	B (14.2)	C (16.8)	C (16.4)	D (30.5)

Table 6. Level of Service – Signalized Intersections – With Mitigation

		2026 Build		2026 Build w Conference	
		AM	PM	AM	PM
Lohman Ford Road at Dawn Drive		C (33.8)	C (32.1)	D (35.2)	C (33.8)
With Mitigation	EB	E (58.3)	D (53.6)	E (58.3)	D (53.6)
	WB	D (36.4)	D (40.5)	D (36.4)	D (40.5)
	NB	D (37.6)	B (19.3)	D (39.7)	C (23.7)
	SB	B (15.5)	C (32.9)	B (19.6)	C (34.6)
Lohman Ford Road at Shoreline Ranch Road		B (10.2)	B (10.8)	B (18.6)	B (14.8)
With Mitigation	EB	B (15.0)	C (22.0)	C (31.0)	C (33.0)
	WB	A (3.6)	A (6.1)	A (3.6)	A (5.9)
	NB	B (10.2)	A (6.7)	B (18.7)	A (7.0)
	SB	A (7.7)	A (8.1)	B (12.4)	A (8.6)

The results for the intersection with proposed mitigation did not use HCM LOS results. Please update Synchro reports and tables to show the correct HCM 6th edition results.

KEY:

A, B, C, D, E, F = Level-of-Service for each intersection approach
NB, SB, EB, WB = North-, South-, East-, Westbound approach
L, T, R = Left, Through, Right Approach turning movement
AM = AM Peak Hour of Adjacent Street
PM = AM Peak Hour of Adjacent Street

VI. CONCLUSIONS AND RECOMMENDATIONS

The analysis of traffic conditions at both existing and proposed conditions, considering the background annual traffic growth and the proposed site's traffic, indicates a minimal impact on the local roadway system. The following are the findings from the traffic impact analysis update performed on the proposed site:

- At project buildout, the proposed mixed-use development is projected to generate approximately 976 weekday trips, 69 in the AM peak hour and 82 in the PM peak hour. Additionally, when conferences are held at the hotel, 165 trips are expected during the AM and PM peak hours, with a maximum capacity of 300 attendees.

- Based on the capacity analysis results, the findings from this TIA update are consistent with the original TIA. The additional scenario (hotel with conference) analyzed in this study demonstrated that the recommended mitigation measures from the original study can accommodate the projected site traffic. The following are the improvements necessary at the study intersections:

    1. Lohman Ford Road/Dawn Drive:

        - Eastbound left-turn lane
        - Receiving lane on the northern leg for eastbound left-turns
        - Channelize the westbound right-turn movement

    2. Lohman Ford Road and Boggy Ford Road/Shoreline Ranch Drive:

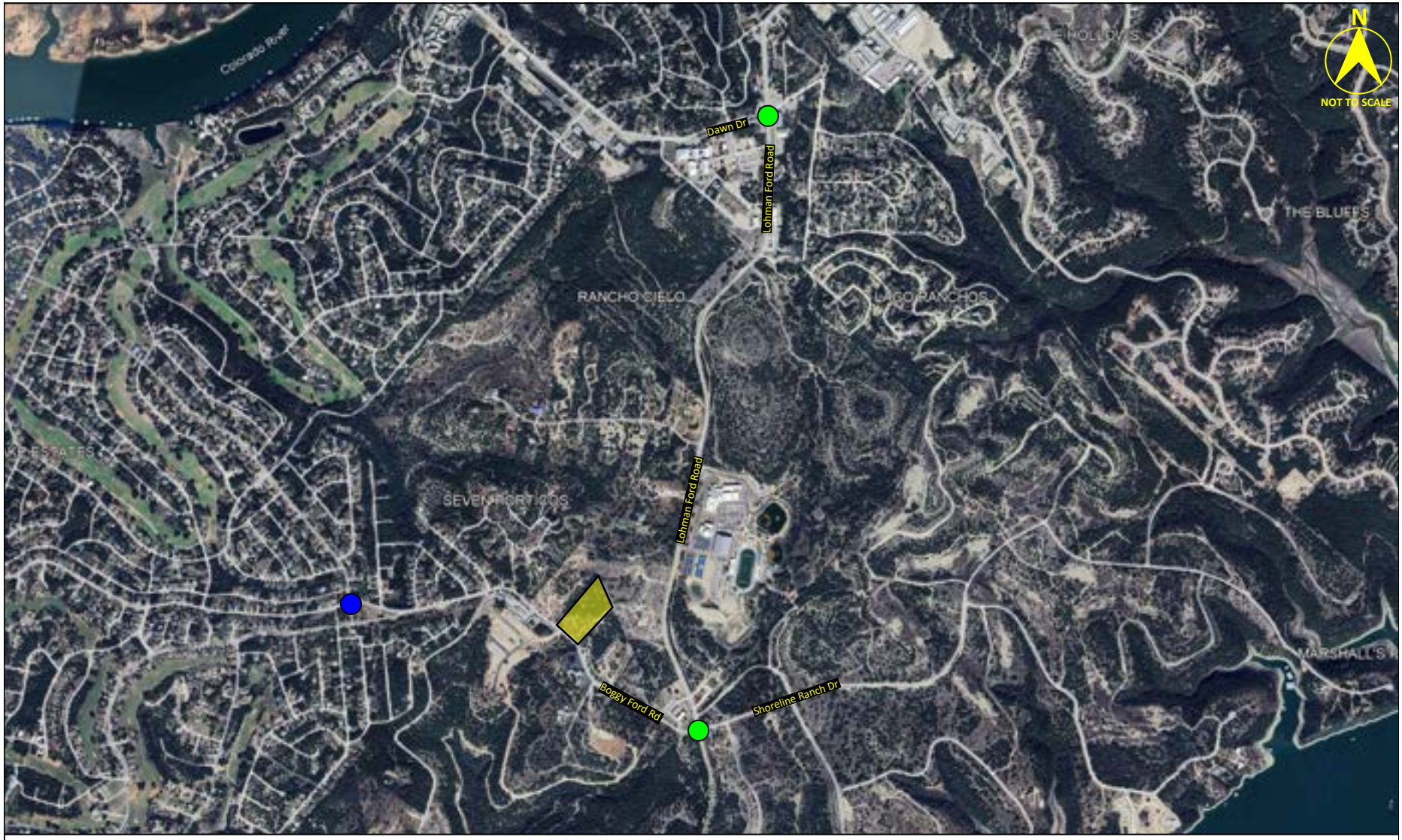
        - Exclusive eastbound left-turn lane
        - Receiving lane on the northern leg for eastbound left-turns

- The proposed Site Driveway 1 on Boggy Ford Road is expected to operate acceptably with no operational issues. Due to the projected volumes, when a conference occurs at the hotel, it is recommended that a westbound right-turn lane be provided for inbound vehicles to separate from the through movement and decelerate safely into the site driveway.

- The roadway enhancements proposed by the City, as detailed in the 2030 Comprehensive Plan[1] and the 2024 Comprehensive Lago Vista Traffic Study conducted by Freese & Nichols, are anticipated to provide adequate capacity and operational efficiency to accommodate projected background traffic volumes as well as site-generated traffic associated with the proposed development.

*** END OF MEMO ***

[1]https://cms7files.revize.com/lagovistatx/document_center/lv2030comprehensiveplan.pdf



LEGEND:

- Project Site
- Study Intersection (Traffic Signal)
- Study Intersection (Stop-Controlled)

PROMET ENGINEERS
TRANSPORTATION ENGINEERING & PLANNING
TBPE Firm Registration No.: F-25044
Phone 469-640-7708 Web www.prometengineers.com
9550 Forest Lane, Suite 342, Dallas, Texas 75243

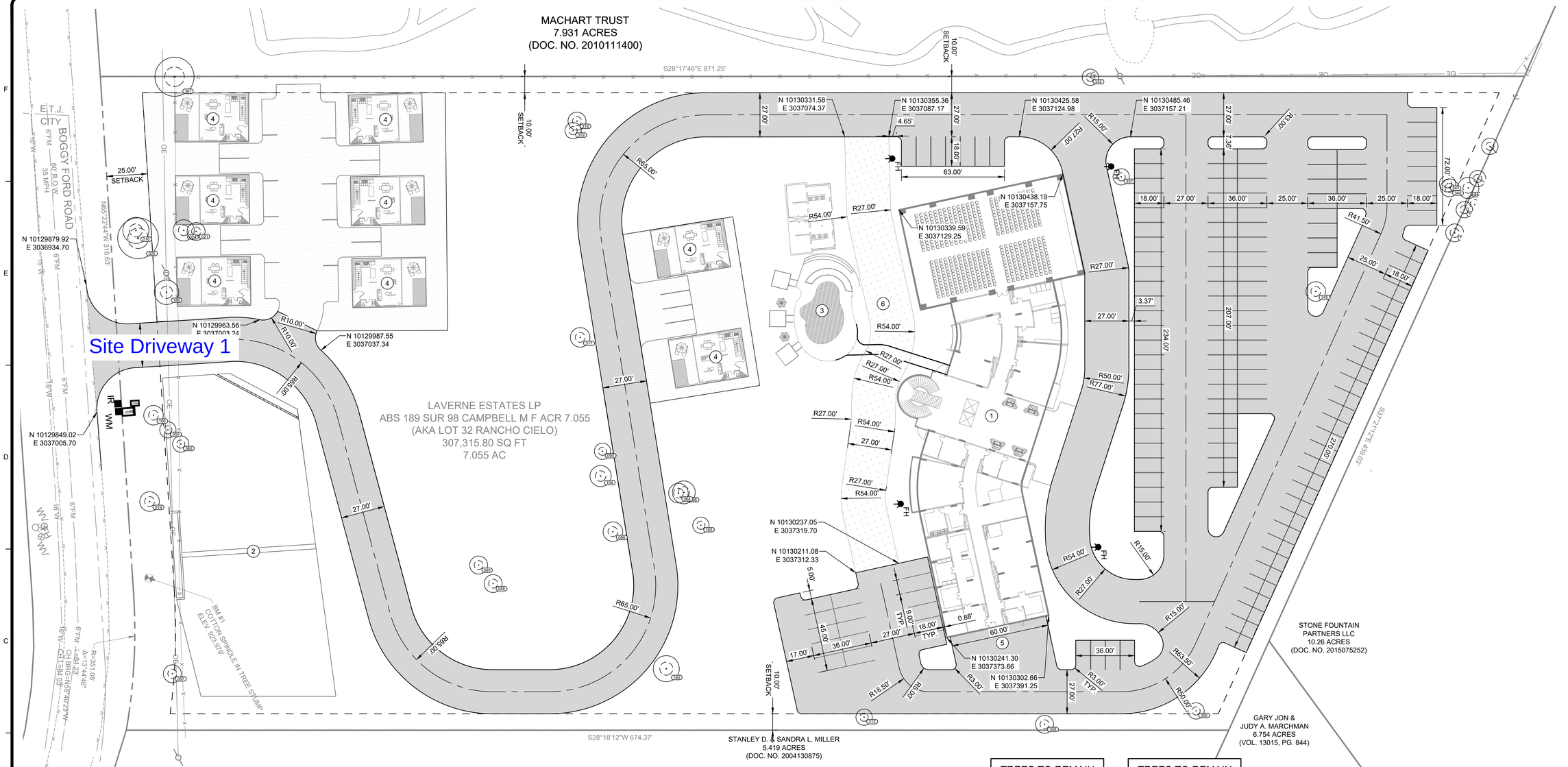
EXHIBIT: 1

TITLE: Site Location Map

DATE: April 20, 2025

TRAFFIC IMPACT ANALYSIS UPDATE FOR 19708 BOGGY FORD ROAD DEVELOPMENT, LAGO VISTA, TEXAS

EXHIBIT 2. PRELIMINARY SITE PLAN



LAGO VISTA RESORT HOTEL USE/ PARKING TABLE						
Use	Quantity	Unit	Use Parking Ratio	Parking Required		Parking Provided
Hotel/ Motel	90	Rooms	1 space / Room	90		90
Event Space (Main)	6,000	sq. ft.	1space / 500 sq. ft.	12		12
Event Space (Aux)	8,000	sq. ft.	1 space / 500 sq. ft.	16		16
Restaurant (Lobby Includes Bar)	4,000	sq. ft.	1 space / 250 sq ft	16		16
Casita	8	Rooms	1 space/ Room	8		10
			Total Required	142	Total Provided	144

0 15' 30' 60'
SCALE: 1" = 30'

LEGEND

EXISTING

- PROPERTY BOUNDARY
- PROPERTY LINE
- EASEMENT LINE
- ASPHALT LINE
- CONCRETE CURB LINE
- #FM WASTEWATER LINE
- #W WATER LINE
- OE OVERHEAD POWER LINE
- (XXXX) TREE TO REMAIN AND TREE ID NO.

PROPOSED

- EDGE OF ASPHALT
- FH FIRE HYDRANT
- WM WATER METER
- WW WASTEWATER MANHOLE
- ASPHALT
- GRASS PAVED FIRE LANE
- PHASE II DEVELOPMENT

SITE PLAN NOTES:

1. HOTEL (F.F.E. = 993.00')
2. WATER QUALITY/DETENTION POND
3. POOL & CABANAS (REF. ARCHITECTURAL PLANS)
4. CASITAS (PHASE II)
5. SERVICE LOADING AREA
6. GRASS PAVED FIRE LANE

SITE DATA TABLE - LOT 1				
	EXISTING	PROPOSED	TOTAL	ALLOWED
TOTAL SITE AREA (SQ-FT)	307,315.8	307,315.8	307,315.8	
ZONING	TR-1	PDD		
PROPOSED USE	UNDEVELOPED	HOTEL		
NUMBER OF BUILDINGS	0	1	1	
TOTAL GROSS FLOOR AREA (SQ-FT)	0	69,300	69,300	
BUILDING COVERAGE (SQ-FT)	0	21,765	21,765	
BUILDING COVERAGE (%)	0	6.76%	6.76%	
IMPERVIOUS COVER SQ-FT)	0	114,848	114,848	
IMPERVIOUS COVER (%)	0%	37.37%	37.37%	60%
FLOOR TO AREA RATIO	N/A			
OPEN SPACE (SQ-FT)	N/A	28,880.00	28,880.00	
OPEN SPACE (%)	100	62.63	62.63	
BUILDING HEIGHT (STORIES)	0	5	5	
BUILDING HEIGHT (FEET)	0	65	65	
FOUNDATION TYPE	N/A	SLAB-ON-GRADE		
F.F.E (1ST FLR.)	0	990.00'		

TREES TO REMAIN	
TREE #	DESCRIPTION
016	16" OAK
019	12" OAK
021	11" OAK
024	13" OAK
025	25" OAK
048	11" OAK
064	12" OAK
087	11" OAK
090	10" OAK
091	11" OAK
095	14" OAK
098	14" OAK
099	12" OAK
100	12" OAK
101	11" OAK
188	15" OAK
190	16" OAK
193	10" OAK
194	13" OAK
198	12" OAK

TREES TO REMAIN	
TREE #	DESCRIPTION
199	10" OAK
300	10" OAK
312	10" OAK
317	12" OAK
318	11" OAK
319	10" OAK
331	10" OAK
332	10" OAK
340	11" OAK
341	10" OAK
342	10" OAK
343	10" OAK
344	13" OAK
345	12" OAK
356	10" OAK
358	11" OAK
359	10" OAK
360	10" OAK
361	24" CEDAR

STATE OF TEXAS
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512-431-8411
TEXAS REGISTRATION FIRM NO. F-19566

MARK	DATE	DESCRIPTION	BY

LAVERNE DEVELOPERS
VISTA VERDE RESORT HOTEL
19708 BOGGY FORD ROAD, LAGO VISTA, TEXAS 78645

CONCEPT SITE PLAN

Project No:	
Designed By	K. HERNANDEZ
Drawn By:	K. HERNANDEZ
Checked By:	W. PARNELL

CS-101
Sheet 8 of 29
File No: 2511.01

Know what's below. Call before you dig.
Copyright: Parnell Engineering

Bar Measures 1 inch, otherwise drawing not to scale

11/10/2025 3:28:01 PM - J:\2511_LAVERNE DEVELOPERS\2511.01 VISTA VERDE RESORT HOTEL\CAD\SHEETFILES\CS-101 CONCEPT PLAN.DWG - KAREN HERNANDEZ

Exhibit 3. Existing Roadway Lane Geometry and Traffic Control

^North
Not To Scale

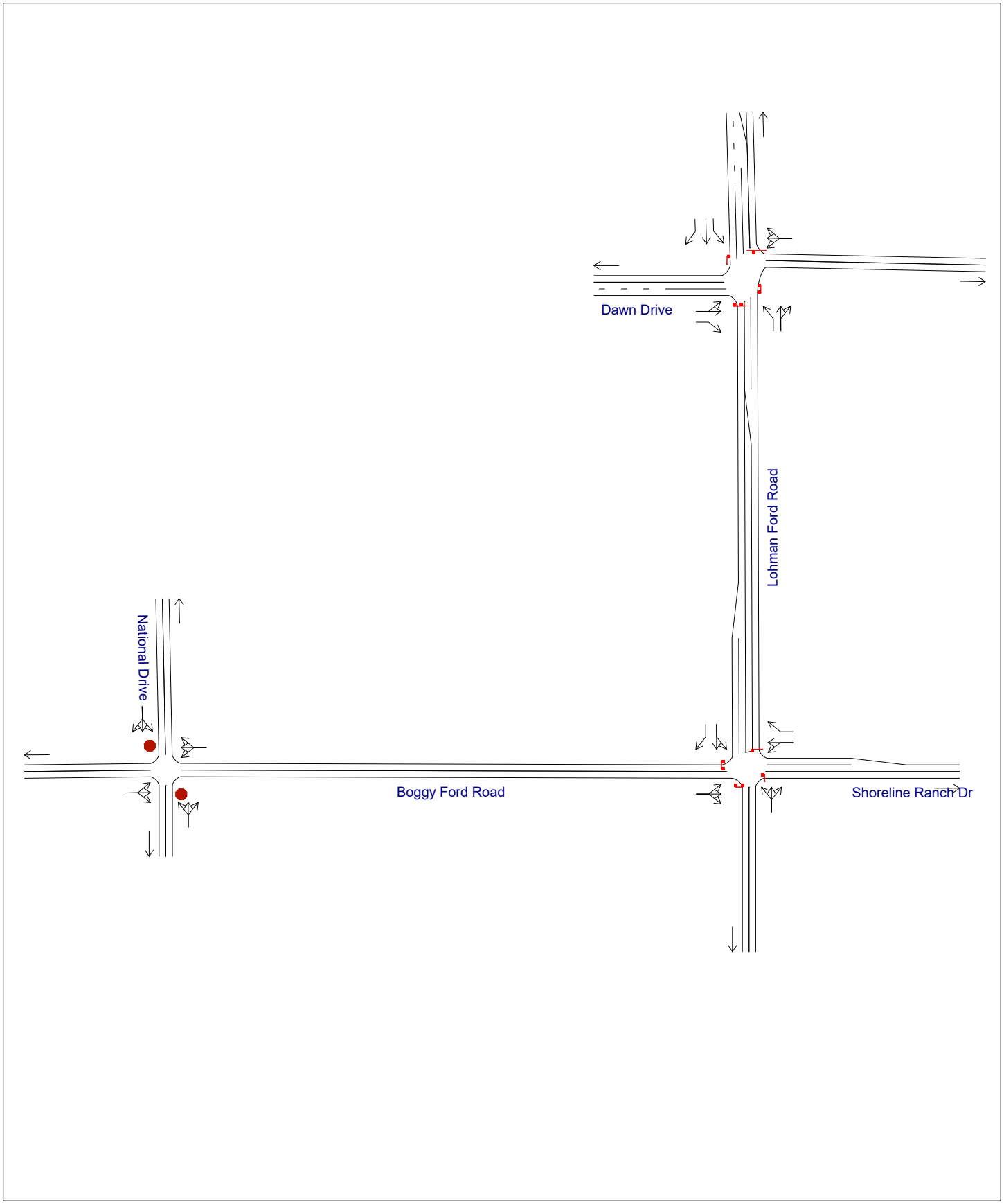
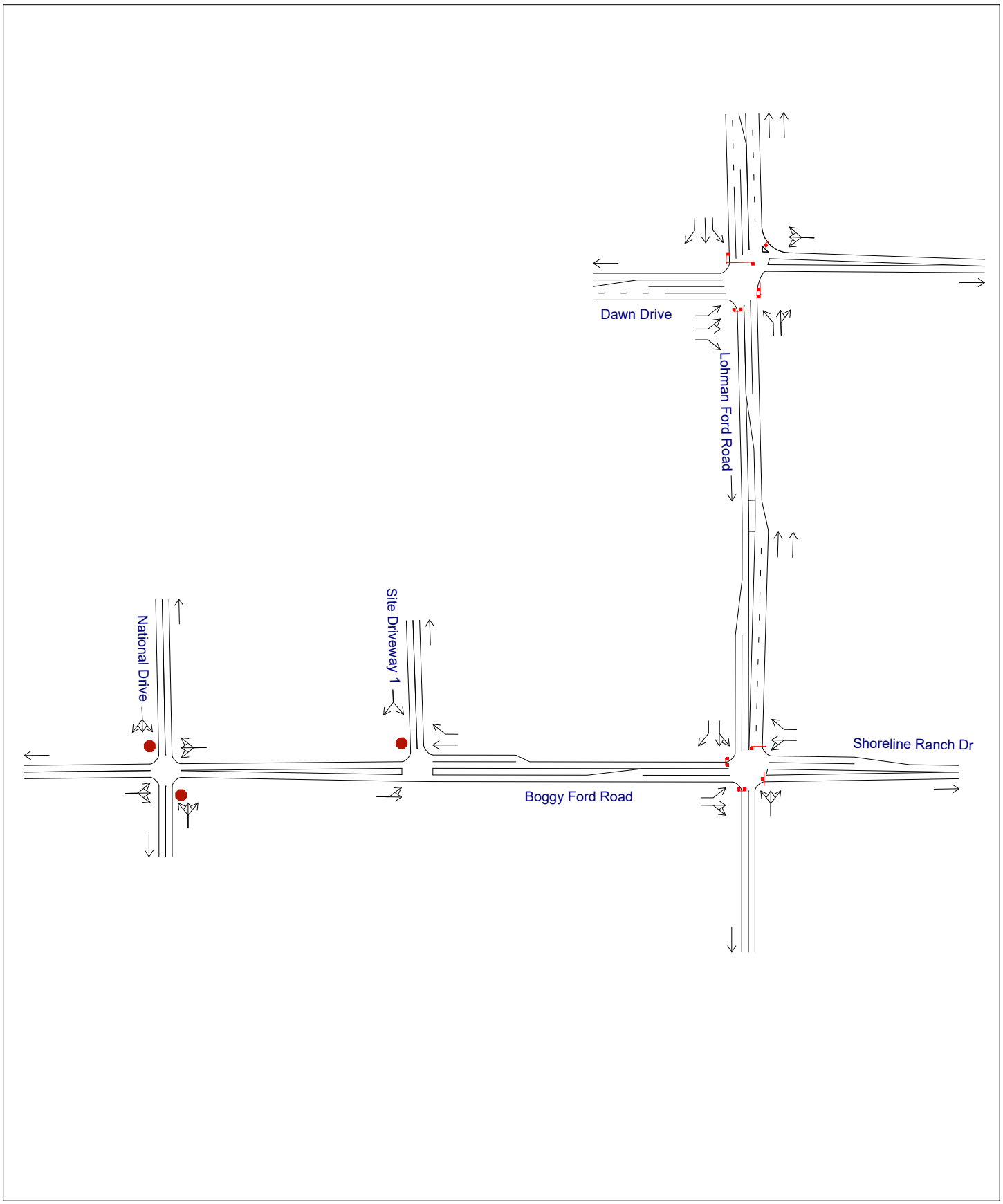


Exhibit 4. Proposed Roadway Lane Geometry and Traffic Control

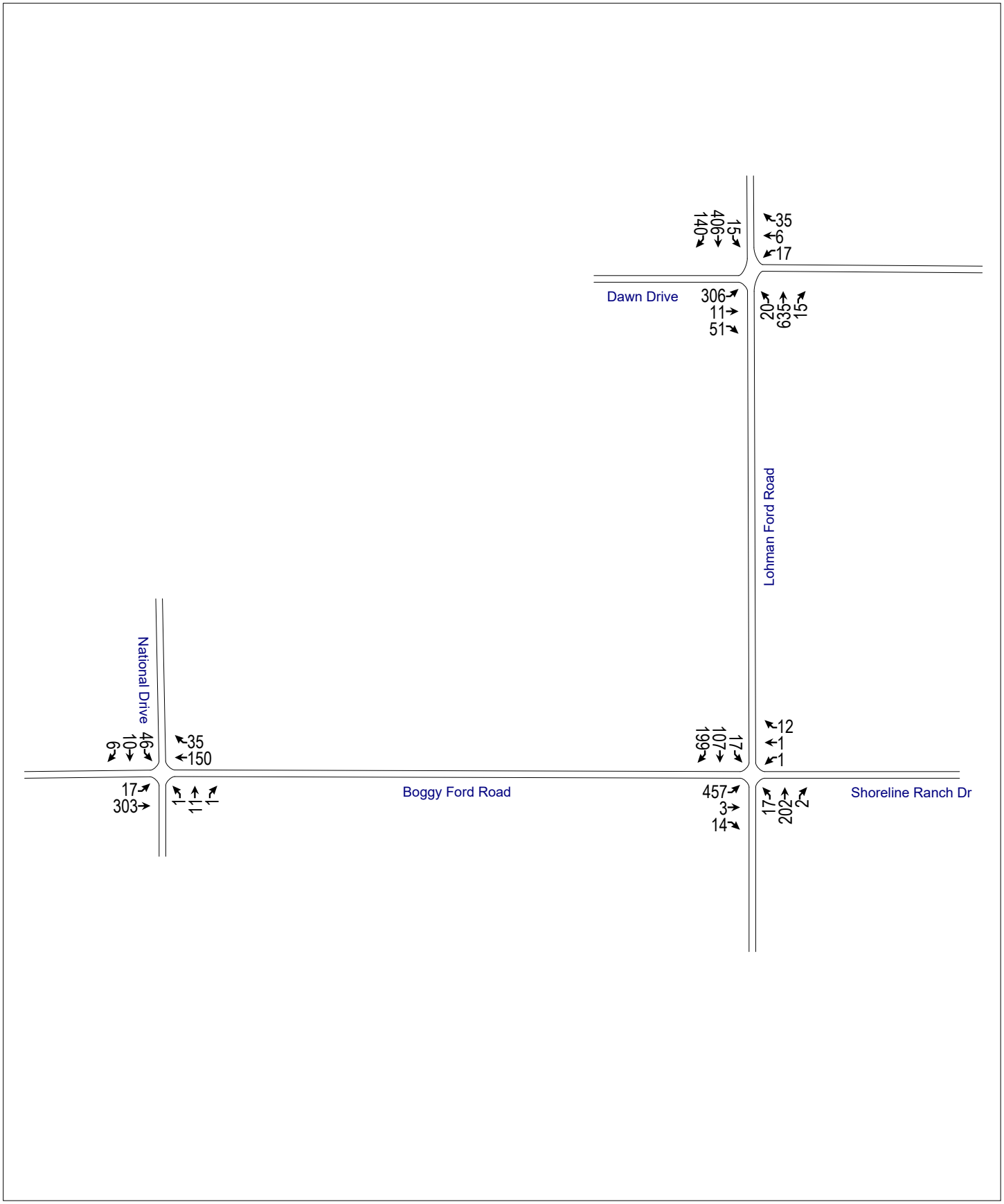
^North
Not To Scale



APPENDIX A. Traffic Volumes

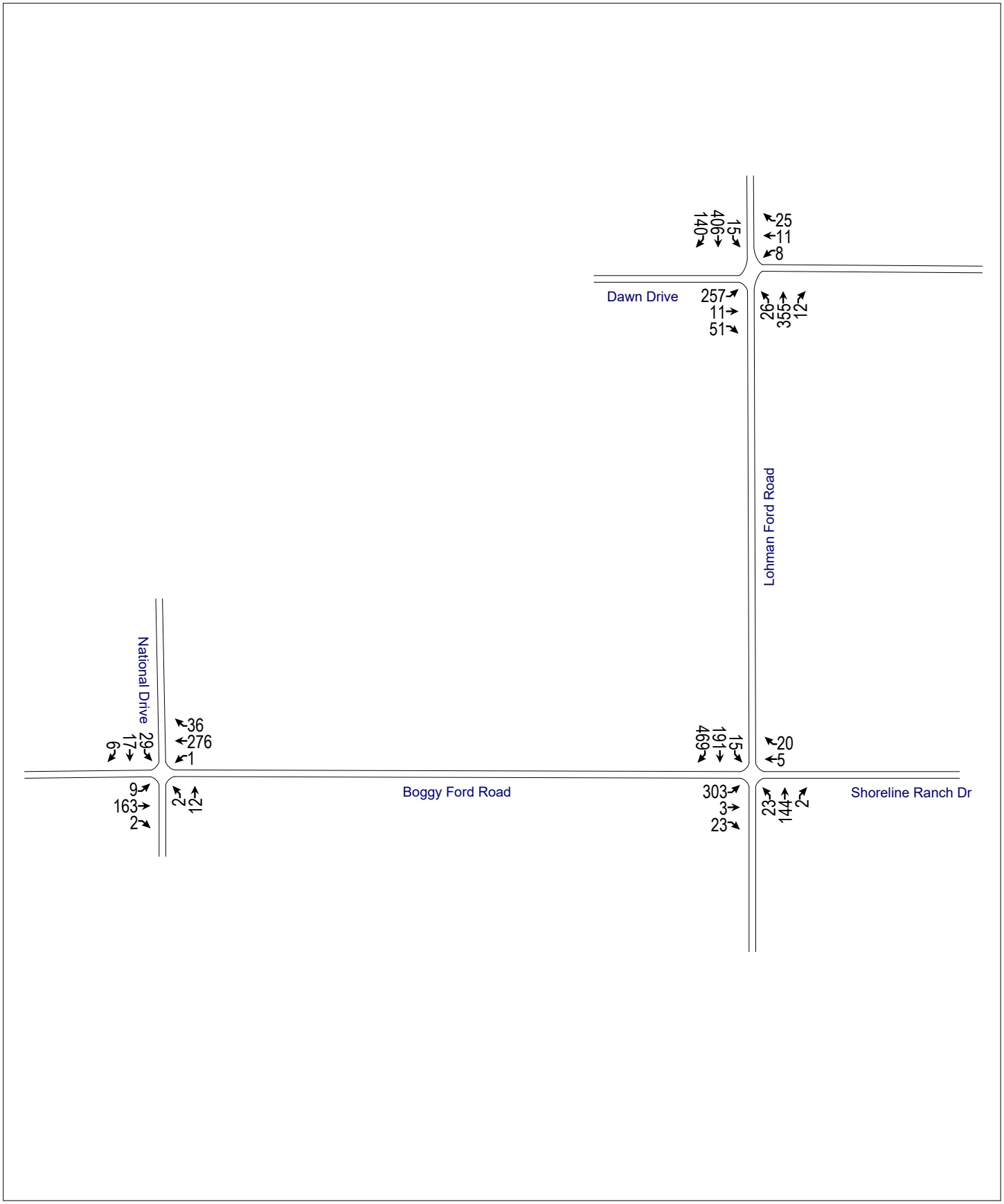
A1. 2025 Existing AM Peak Hour Traffic Volumes

^North
Not To Scale



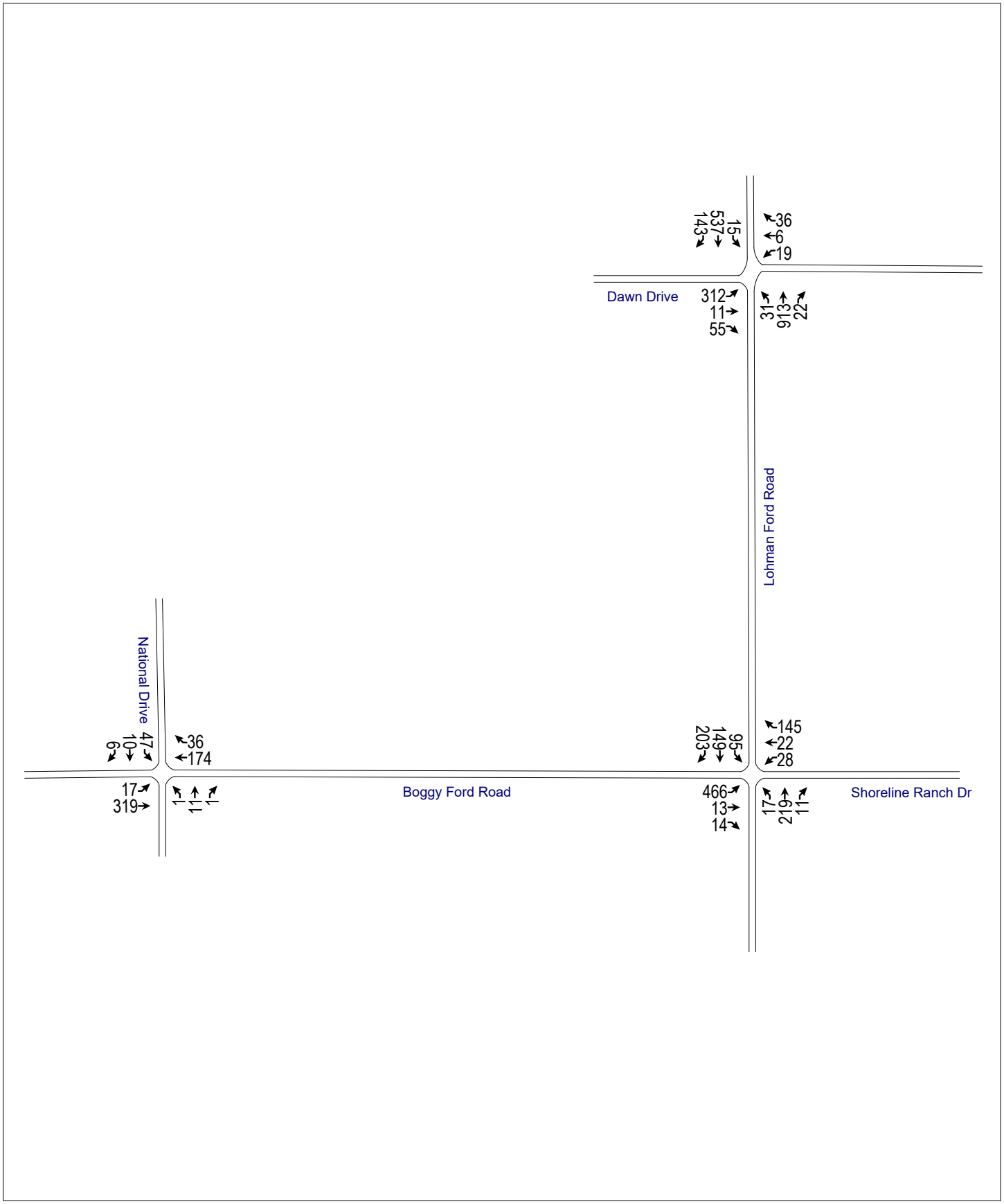
A2. 2025 Existing PM Peak Hour Traffic Volumes

^North
Not To Scale



A3. 2026 No Build AM Peak Hour Traffic Volumes

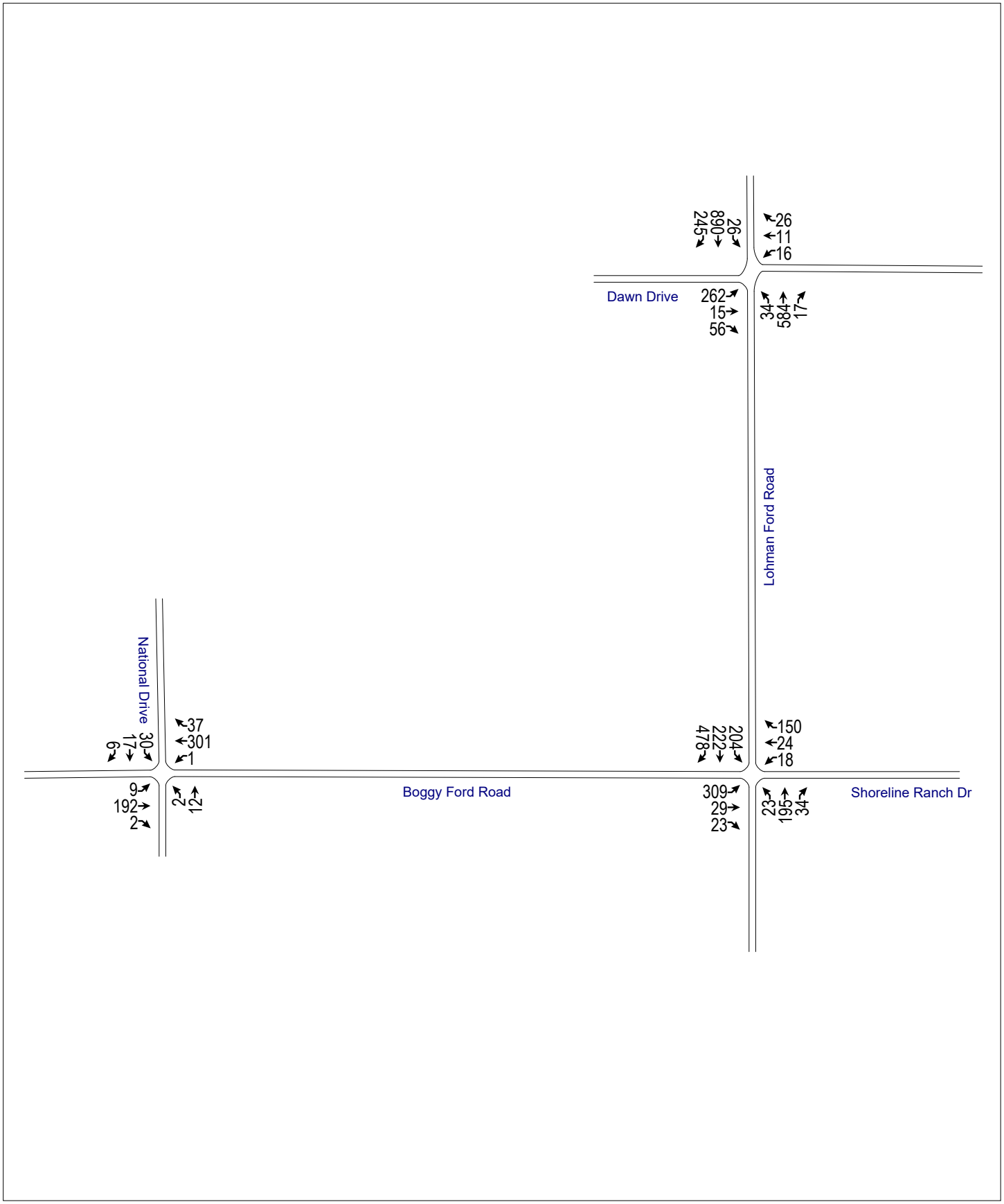
^North
Not To Scale



TIA for 19708 Boggy Ford Rd Development, Lago Vista, Texas

A4. 2026 No Build PM Peak Hour Traffic Volumes

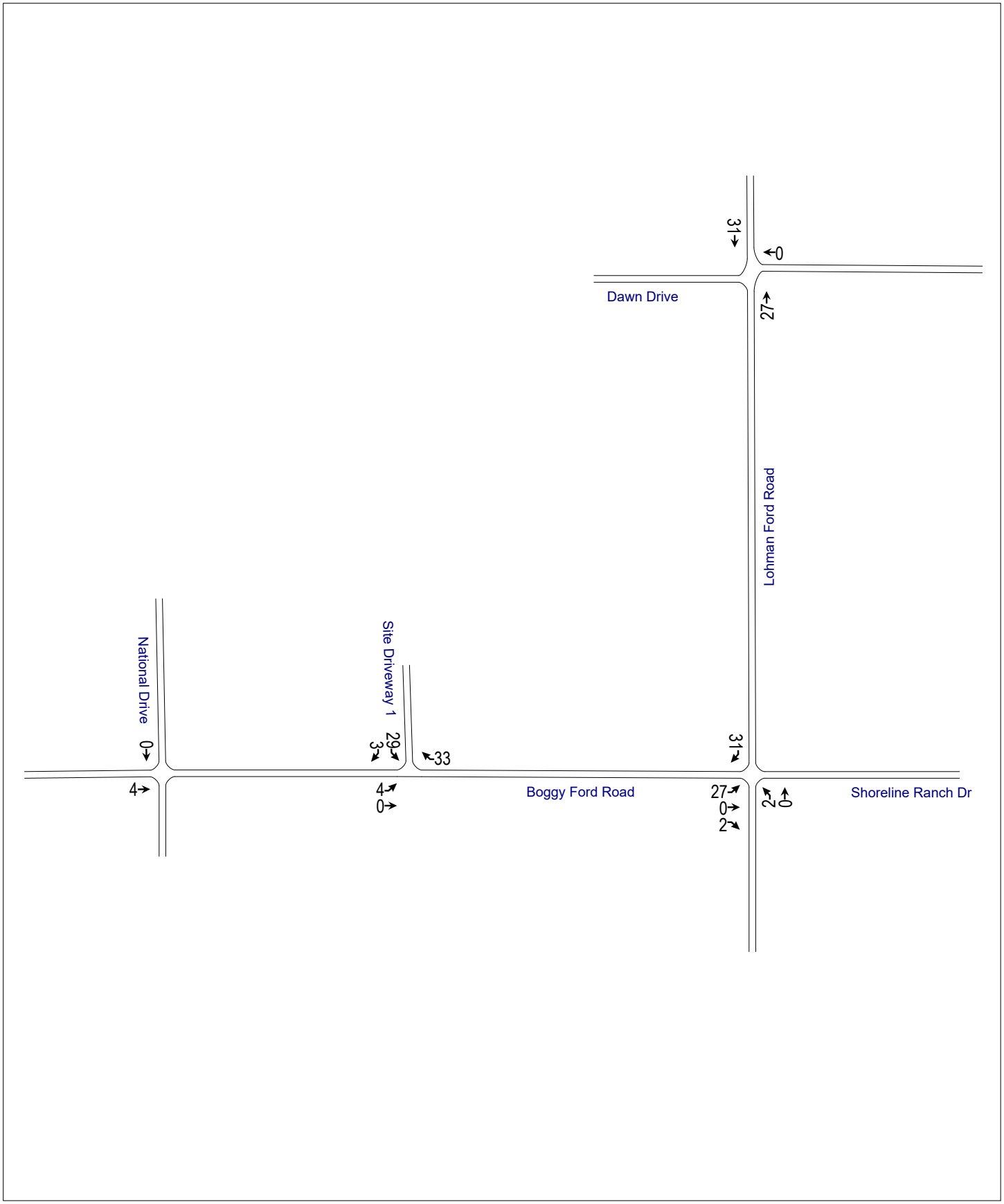
^North
Not To Scale



TIA for 19708 Boggy Ford Rd Development, Lago Vista, Texas

A5. Site-Generated AM Peak Hour Traffic Volumes

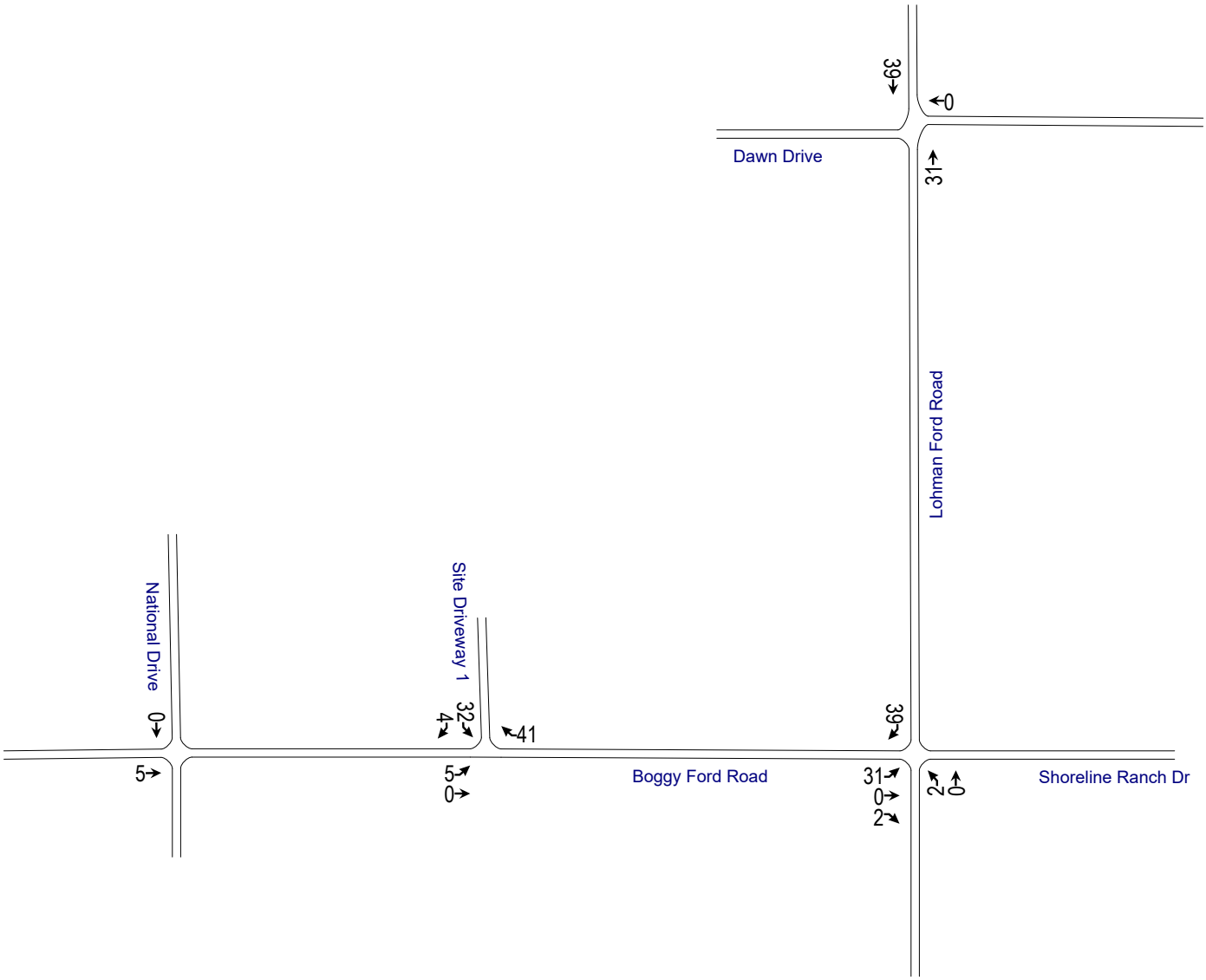
^North
Not To Scale



TIA for 19708 Boggy Ford Rd Development, Lago Vista, Texas

A6. Site-Generated PM Peak Hour Traffic Volumes

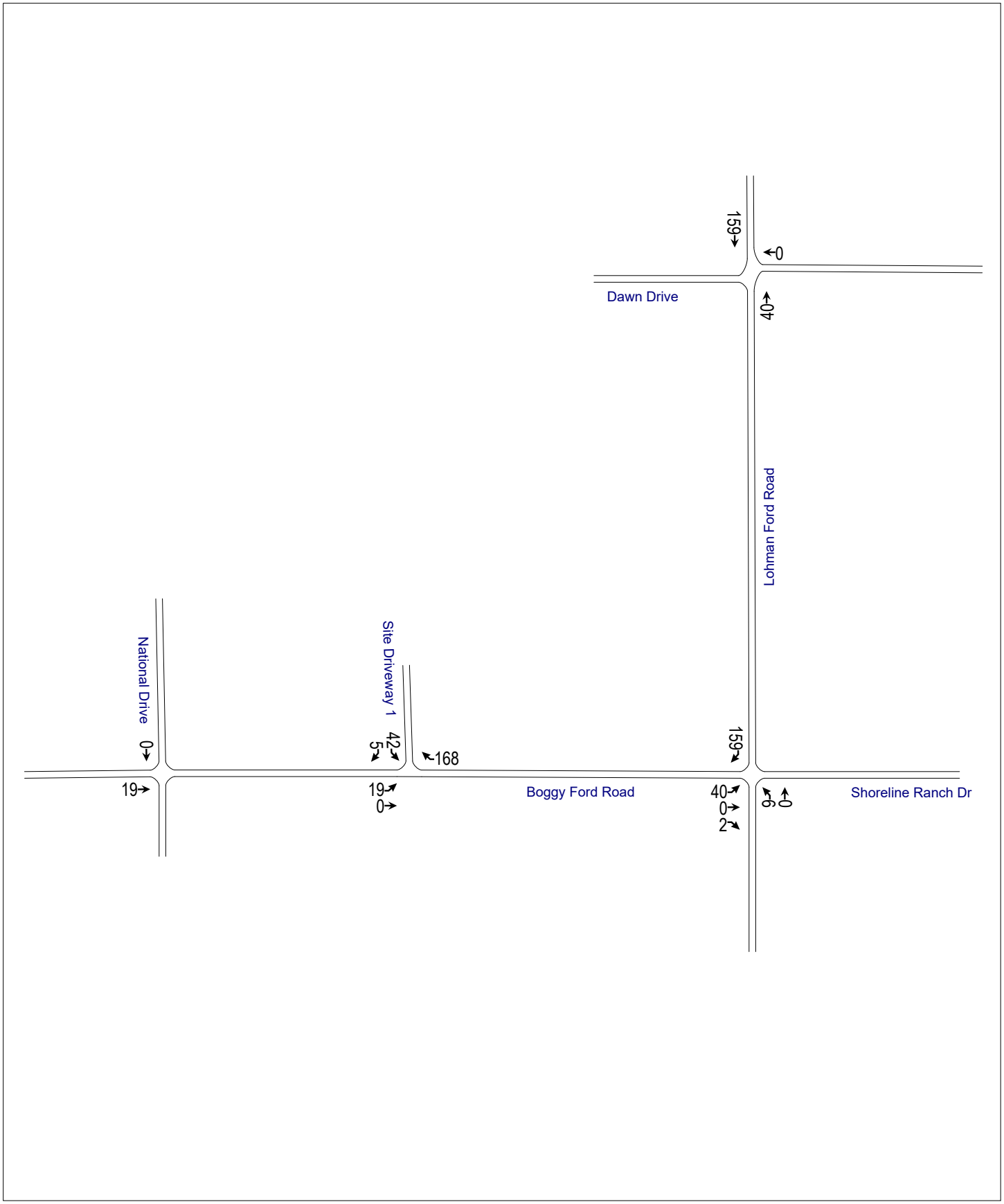
^North
Not To Scale



TIA for 19708 Boggy Ford Rd Development, Lago Vista, Texas

A7. Site-Generated AM Peak Hour Traffic Volumes w Hotel Conference

^North
Not To Scale



TIA for 19708 Boggy Ford Rd Development, Lago Vista, Texas

A8. Site-Generated PM Peak Hour Traffic Volumes w Hotel Conference

^North
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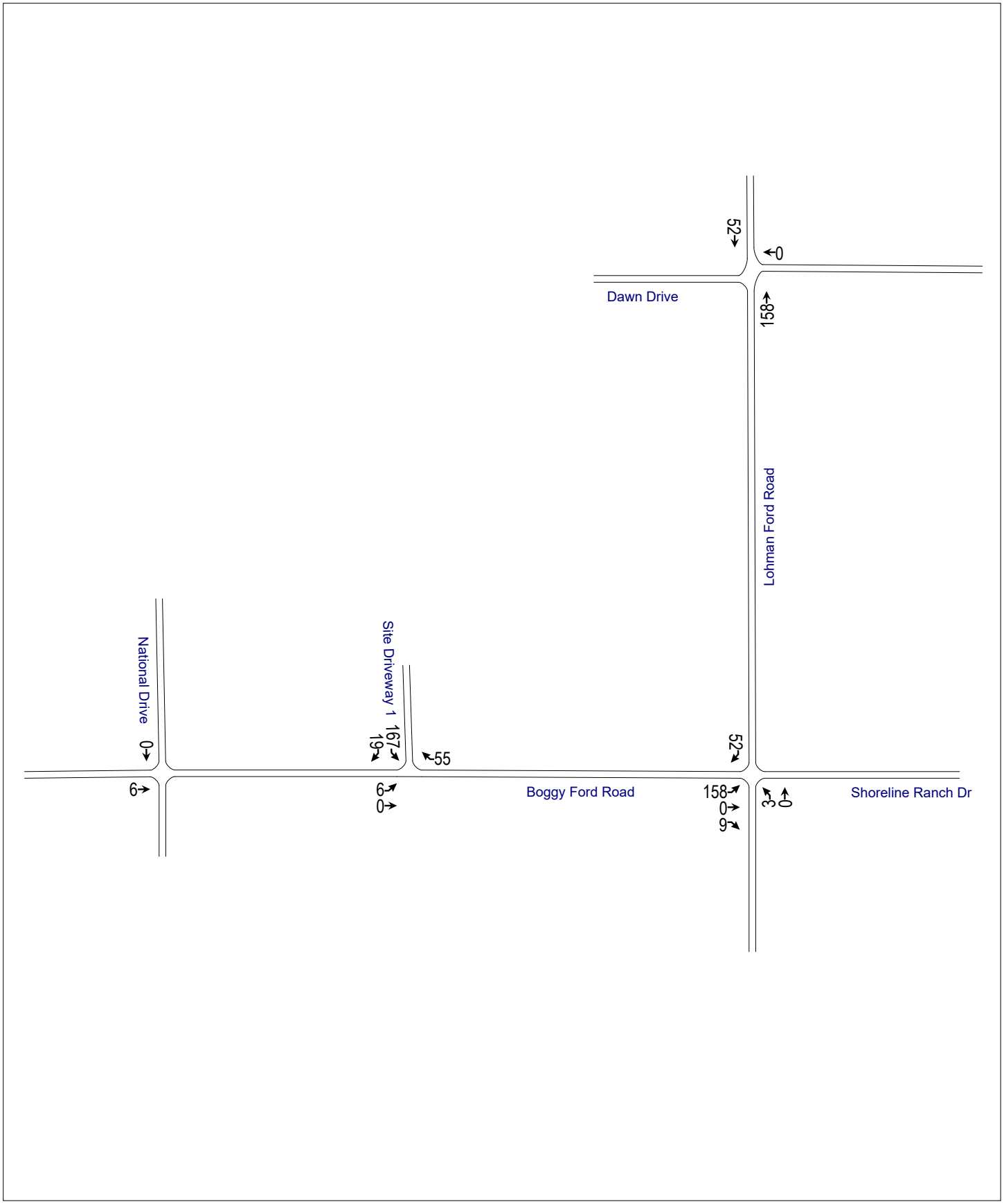

TIA for 19708 Boggy Ford Rd Development, Lago Vista, Texas

A9. 2026 Build AM Peak Hour Traffic Volumes

^North
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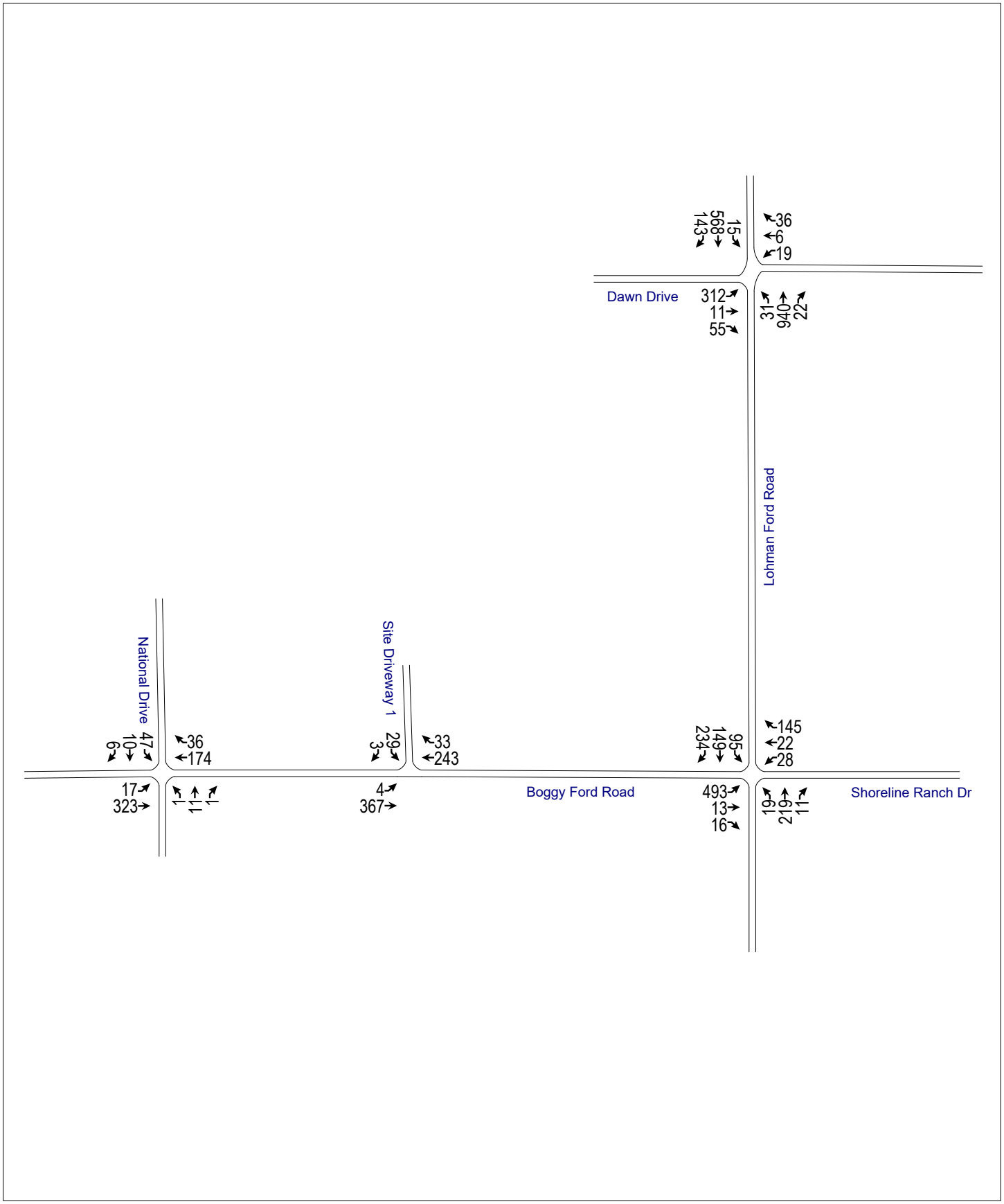

TIA for 19708 Boggy Ford Rd Development, Lago Vista, Texas

A10. 2026 Build PM Peak Hour Traffic Volumes

^North
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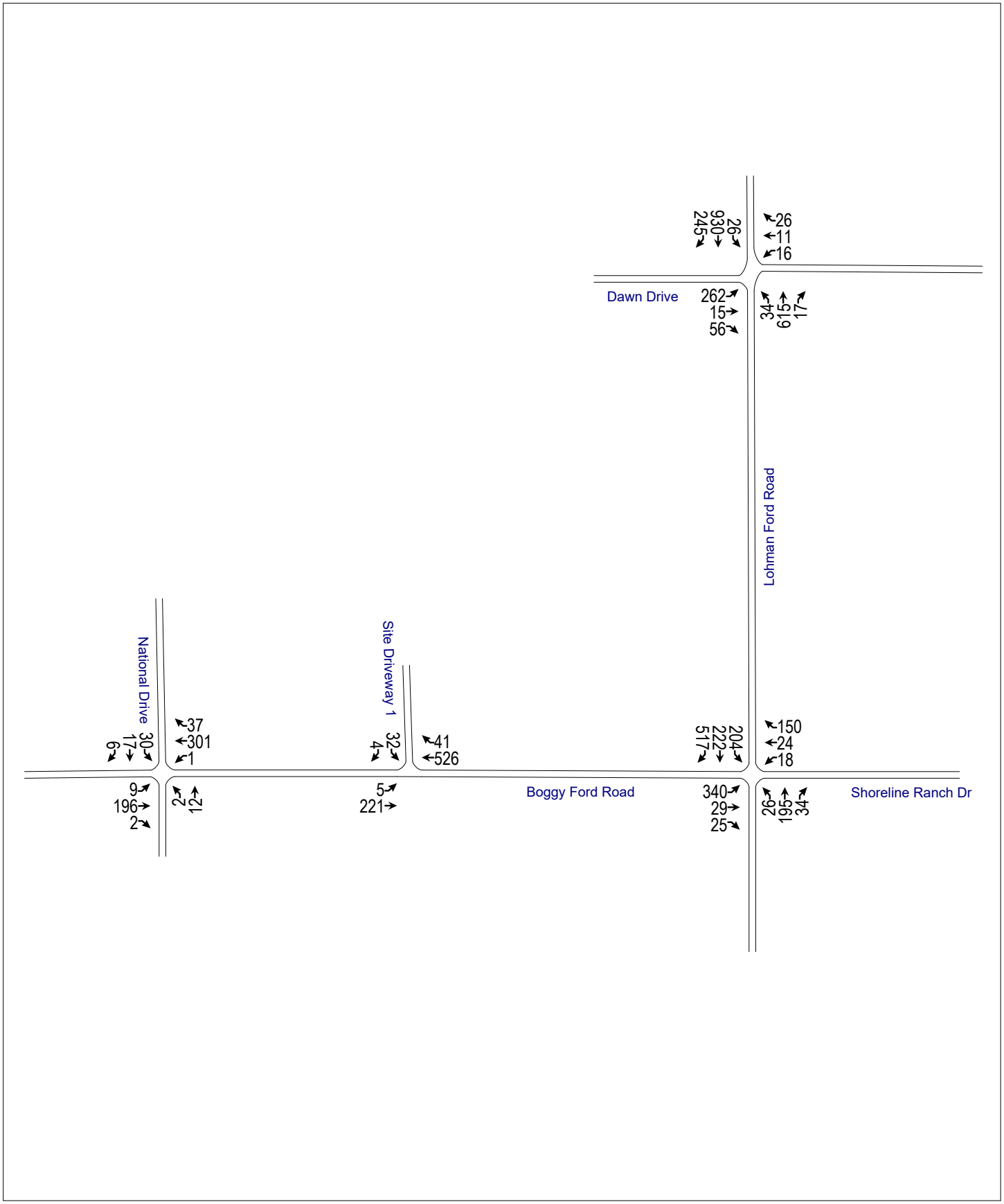
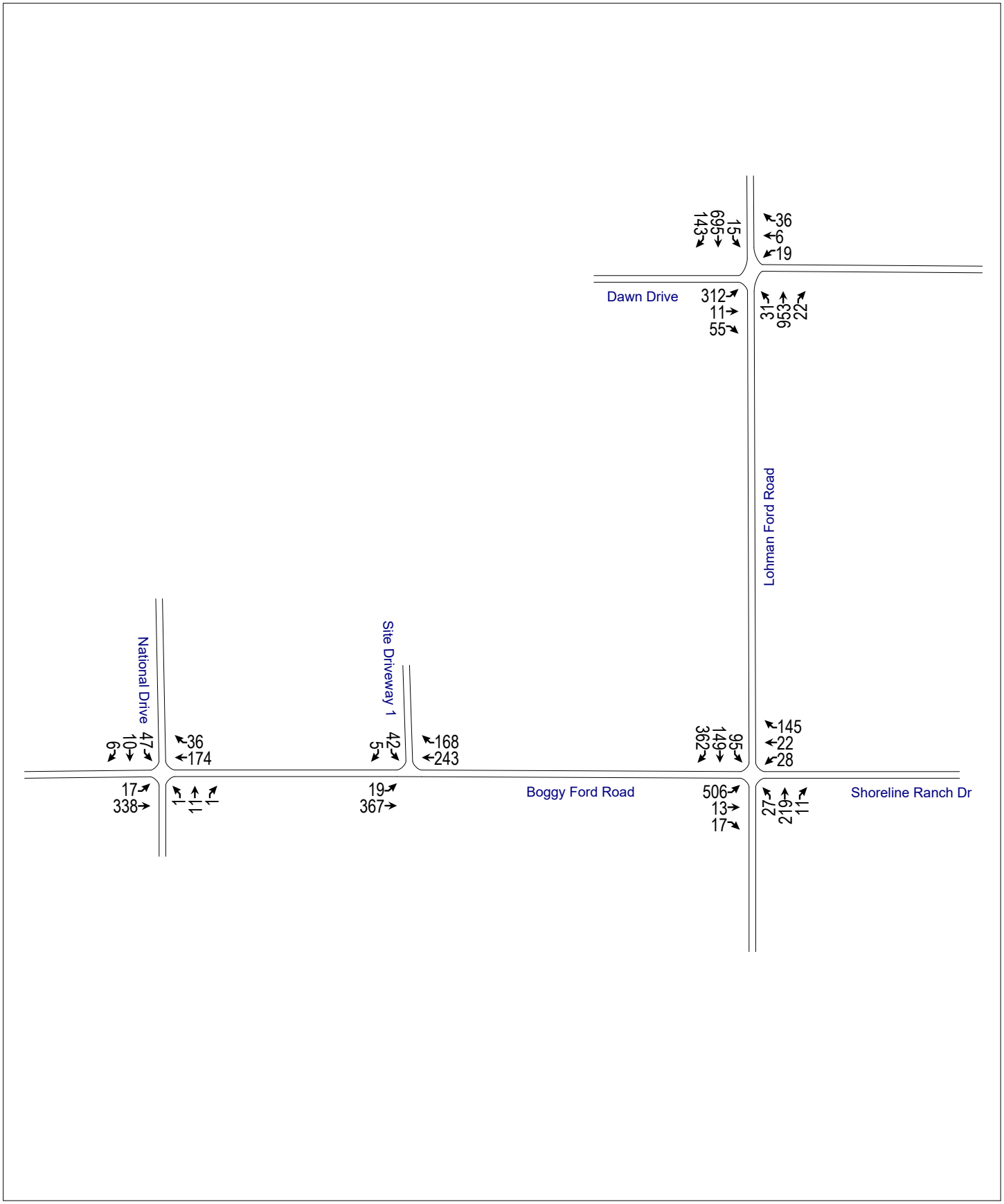


TIA for 19708 Boggy Ford Rd Development, Lago Vista, Texas

A11. 2026 Build AM Peak Hour Traffic Volumes w Hotel Conference

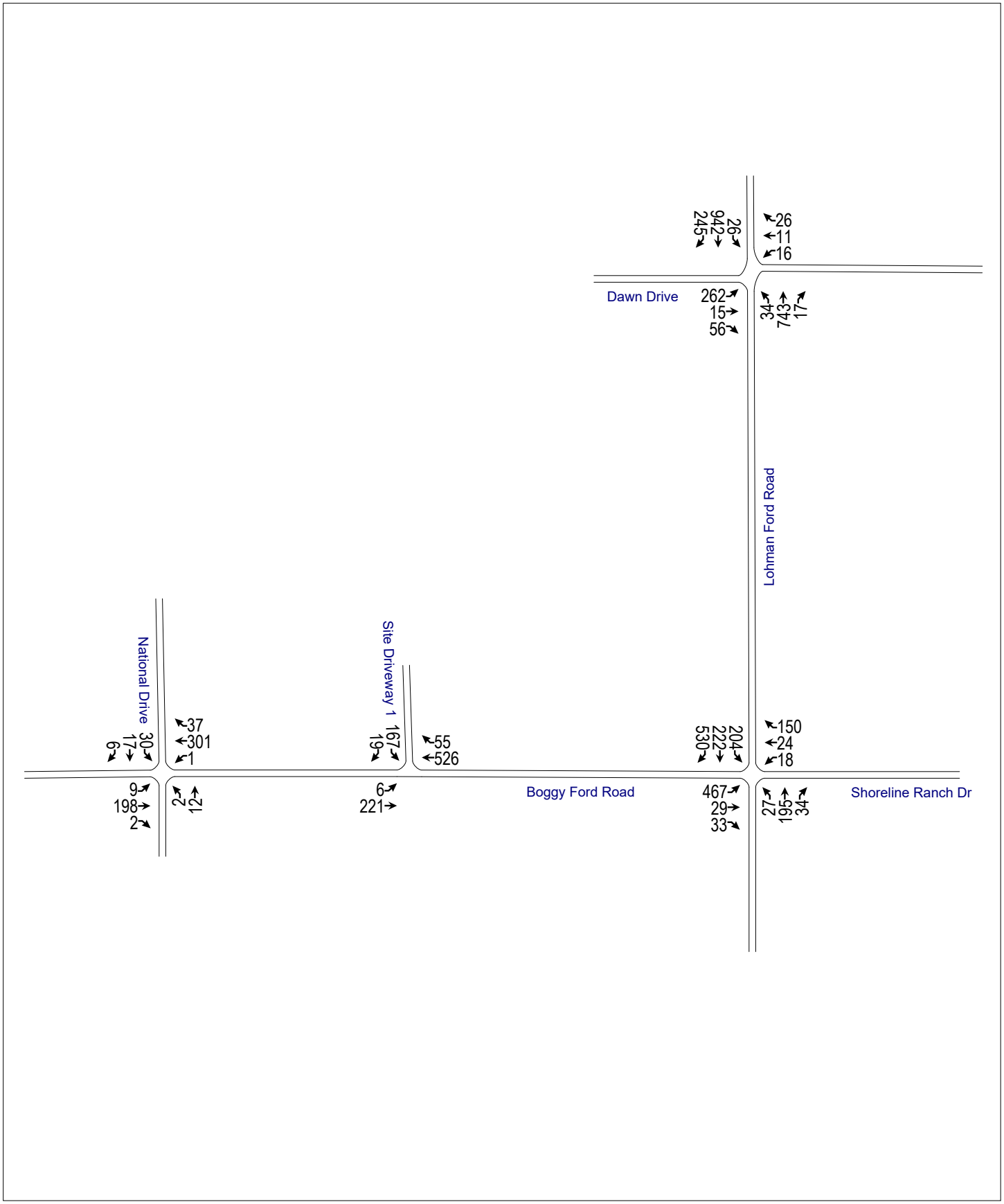
^North
Not To Scale



TIA for 19708 Boggy Ford Rd Development, Lago Vista, Texas

A12. 2026 Build PM Peak Hour Traffic Volumes w Hotel Conference **^North**

Not To Scale



TIA for 19708 Boggy Ford Rd Development, Lago Vista, Texas

APPENDIX B. Collected Traffic Data

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - AM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
07:00	1	70	29	0	100	3	4	6	0	13	4	100	2	0	106	55	0	4	0	59	278
07:15	4	94	48	0	146	3	6	6	0	15	6	144	1	0	151	67	4	9	0	80	392
07:30	5	100	60	0	165	5	2	8	0	15	6	168	3	0	177	87	6	17	0	110	467
07:45	2	86	20	0	108	4	1	6	0	11	1	153	2	0	156	91	1	11	0	103	378
Total	12	350	157	0	519	15	13	26	0	54	17	565	8	0	590	300	11	41	0	352	1515
08:00	2	89	23	0	114	5	0	8	0	13	3	131	6	0	140	62	3	5	0	70	337
08:15	5	115	32	0	152	2	3	12	0	17	9	158	3	0	170	54	1	16	0	71	410
08:30	3	118	40	0	161	1	2	5	0	8	8	165	2	0	175	48	1	11	0	60	404
08:45	5	79	24	0	108	1	1	9	0	11	8	102	1	0	111	43	1	7	0	51	281
Total	15	401	119	0	535	9	6	34	0	49	28	556	12	0	596	207	6	39	0	252	1432
Grand Total	27	751	276	0	1054	24	19	60	0	103	45	1121	20	0	1186	507	17	80	0	604	2947
Apprch %	2.6	71.3	26.2	0		23.3	18.4	58.3	0		3.8	94.5	1.7	0		83.9	2.8	13.2	0		
Total %	0.9	25.5	9.4	0	35.8	0.8	0.6	2	0	3.5	1.5	38	0.7	0	40.2	17.2	0.6	2.7	0	20.5	
Vehicles	26	719	265	0	1010	23	17	60	0	100	45	1090	20	0	1155	496	16	79	0	591	2856
% Vehicles	96.3	95.7	96	0	95.8	95.8	89.5	100	0	97.1	100	97.2	100	0	97.4	97.8	94.1	98.8	0	97.8	96.9
Heavy Vehicles	1	32	11	0	44	1	2	0	0	3	0	31	0	0	31	11	1	1	0	13	91
% Heavy Vehicles	3.7	4.3	4	0	4.2	4.2	10.5	0	0	2.9	0	2.8	0	0	2.6	2.2	5.9	1.2	0	2.2	3.1

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**5**	100	**60**	0	**165**	**5**	2	8	0	15	6	**168**	3	0	**177**	87	**6**	**17**	0	**110**	**467**
07:45	2	86	20	0	108	4	1	6	0	11	1	153	2	0	156	**91**	1	11	0	103	378
08:00	2	89	23	0	114	5	0	8	0	13	3	131	**6**	0	140	62	3	5	0	70	337
08:15	5	**115**	32	0	152	2	**3**	**12**	0	**17**	**9**	158	3	0	170	54	1	16	0	71	410
Total Volume	14	390	135	0	539	16	6	34	0	56	19	610	14	0	643	294	11	49	0	354	1592
% App. Total	2.6	72.4	25	0		28.6	10.7	60.7	0		3	94.9	2.2	0		83.1	3.1	13.8	0		
PHF	.700	.848	.563	.000	.817	.800	.500	.708	.000	.824	.528	.908	.583	.000	.908	.808	.458	.721	.000	.805	.852
Vehicles	14	379	130	0	523	15	5	34	0	54	19	591	14	0	624	290	10	48	0	348	1549
% Vehicles	100	97.2	96.3	0	97.0	93.8	83.3	100	0	96.4	100	96.9	100	0	97.0	98.6	90.9	98.0	0	98.3	97.3
Heavy Vehicles	0	11	5	0	16	1	1	0	0	2	0	19	0	0	19	4	1	1	0	6	43
% Heavy Vehicles	0	2.8	3.7	0	3.0	6.3	16.7	0	0	3.6	0	3.1	0	0	3.0	1.4	9.1	2.0	0	1.7	2.7

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - AM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 2

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30					07:30					07:30					07:15					
+0 mins.	**5**	100	**60**	0	**165**	**5**	2	8	0	15	6	**168**	3	0	**177**	67	4	9	0	80	
+15 mins.	2	86	20	0	108	4	1	6	0	11	1	153	2	0	156	87	**6**	**17**	0	**110**	
+30 mins.	2	89	23	0	114	5	0	8	0	13	3	131	**6**	0	140	**91**	1	11	0	103	
+45 mins.	5	**115**	32	0	152	2	**3**	**12**	0	**17**	**9**	158	3	0	170	62	3	5	0	70	
Total Volume	14	390	135	0	539	16	6	34	0	56	19	610	14	0	643	307	14	42	0	363	
% App. Total	2.6	72.4	25	0		28.6	10.7	60.7	0		3	94.9	2.2	0		84.6	3.9	11.6	0		
PHF	.700	.848	.563	.000	.817	.800	.500	.708	.000	.824	.528	.908	.583	.000	.908	.843	.583	.618	.000	.825	
Vehicles	14	379	130	0	523	15	5	34	0	54	19	591	14	0	624	303	13	41	0	357	
% Vehicles	100	97.2	96.3	0	97	93.8	83.3	100	0	96.4	100	96.9	100	0	97	98.7	92.9	97.6	0	98.3	
Heavy Vehicles	0	11	5	0	16	1	1	0	0	2	0	19	0	0	19	4	1	1	0	6	
% Heavy Vehicles	0	2.8	3.7	0	3	6.2	16.7	0	0	3.6	0	3.1	0	0	3	1.3	7.1	2.4	0	1.7	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - AM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
07:00	1	63	27	0	91	3	3	6	0	12	4	99	2	0	105	51	0	4	0	55	263
07:15	3	87	45	0	135	3	6	6	0	15	6	143	1	0	150	66	4	9	0	79	379
07:30	5	98	58	0	161	4	1	8	0	13	6	163	3	0	172	85	5	17	0	107	453
07:45	2	83	20	0	105	4	1	6	0	11	1	151	2	0	154	90	1	11	0	102	372
Total	11	331	150	0	492	14	11	26	0	51	17	556	8	0	581	292	10	41	0	343	1467
08:00	2	88	22	0	112	5	0	8	0	13	3	123	6	0	132	62	3	4	0	69	326
08:15	5	110	30	0	145	2	3	12	0	17	9	154	3	0	166	53	1	16	0	70	398
08:30	3	113	40	0	156	1	2	5	0	8	8	156	2	0	166	47	1	11	0	59	389
08:45	5	77	23	0	105	1	1	9	0	11	8	101	1	0	110	42	1	7	0	50	276
Total	15	388	115	0	518	9	6	34	0	49	28	534	12	0	574	204	6	38	0	248	1389
Grand Total	26	719	265	0	1010	23	17	60	0	100	45	1090	20	0	1155	496	16	79	0	591	2856
Apprch %	2.6	71.2	26.2	0		23	17	60	0		3.9	94.4	1.7	0		83.9	2.7	13.4	0		
Total %	0.9	25.2	9.3	0	35.4	0.8	0.6	2.1	0	3.5	1.6	38.2	0.7	0	40.4	17.4	0.6	2.8	0	20.7	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**5**	98	**58**	0	**161**	4	1	8	0	13	6	**163**	3	0	**172**	85	**5**	**17**	0	**107**	**453**
07:45	2	83	20	0	105	4	1	6	0	11	1	151	2	0	154	**90**	1	11	0	102	372
08:00	2	88	22	0	112	**5**	0	8	0	13	3	123	**6**	0	132	62	3	4	0	69	326
08:15	5	**110**	30	0	145	2	**3**	**12**	0	**17**	**9**	154	3	0	166	53	1	16	0	70	398
Total Volume	14	379	130	0	523	15	5	34	0	54	19	591	14	0	624	290	10	48	0	348	1549
% App. Total	2.7	72.5	24.9	0		27.8	9.3	63	0		3	94.7	2.2	0		83.3	2.9	13.8	0		
PHF	.700	.861	.560	.000	.812	.750	.417	.708	.000	.794	.528	.906	.583	.000	.907	.806	.500	.706	.000	.813	.855

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30					07:30					07:30					07:15					
+0 mins.	**5**	98	**58**	0	**161**	4	1	8	0	13	6	**163**	3	0	**172**	66	4	9	0	79	
+15 mins.	2	83	20	0	105	4	1	6	0	11	1	151	2	0	154	85	**5**	**17**	0	**107**	
+30 mins.	2	88	22	0	112	**5**	0	8	0	13	3	123	**6**	0	132	**90**	1	11	0	102	
+45 mins.	5	**110**	30	0	145	2	**3**	**12**	0	**17**	**9**	154	3	0	166	62	3	4	0	69	
Total Volume	14	379	130	0	523	15	5	34	0	54	19	591	14	0	624	303	13	41	0	357	
% App. Total	2.7	72.5	24.9	0		27.8	9.3	63	0		3	94.7	2.2	0		84.9	3.6	11.5	0		
PHF	.700	.861	.560	.000	.812	.750	.417	.708	.000	.794	.528	.906	.583	.000	.907	.842	.650	.603	.000	.834	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - AM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 4

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
07:00	0	7	2	0	9	0	1	0	0	1	0	1	0	0	1	4	0	0	0	4	15
07:15	1	7	3	0	11	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	13
07:30	0	2	2	0	4	1	1	0	0	2	0	5	0	0	5	2	1	0	0	3	14
07:45	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
Total	1	19	7	0	27	1	2	0	0	3	0	9	0	0	9	8	1	0	0	9	48
08:00	0	1	1	0	2	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	11
08:15	0	5	2	0	7	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	12
08:30	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	15
08:45	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5
Total	0	13	4	0	17	0	0	0	0	0	0	22	0	0	22	3	0	1	0	4	43
Grand Total	1	32	11	0	44	1	2	0	0	3	0	31	0	0	31	11	1	1	0	13	91
Apprch %	2.3	72.7	25	0		33.3	66.7	0	0		0	100	0	0		84.6	7.7	7.7	0		
Total %	1.1	35.2	12.1	0	48.4	1.1	2.2	0	0	3.3	0	34.1	0	0	34.1	12.1	1.1	1.1	0	14.3	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	**7**	2	0	9	0	**1**	0	0	1	0	1	0	0	1	**4**	0	0	0	**4**	**15**
07:15	**1**	7	**3**	0	**11**	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	13
07:30	0	2	2	0	4	**1**	1	0	0	**2**	0	**5**	0	0	**5**	2	**1**	0	0	3	14
07:45	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
Total Volume	1	19	7	0	27	1	2	0	0	3	0	9	0	0	9	8	1	0	0	9	48
% App. Total	3.7	70.4	25.9	0		33.3	66.7	0	0		0	100	0	0		88.9	11.1	0	0		
PHF	.250	.679	.583	.000	.614	.250	.500	.000	.000	.375	.000	.450	.000	.000	.450	.500	.250	.000	.000	.563	.800

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:45					07:00				
+0 mins.	0	**7**	2	0	9	0	**1**	0	0	1	0	2	0	0	2	**4**	0	0	0	**4**
+15 mins.	**1**	7	**3**	0	**11**	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1
+30 mins.	0	2	2	0	4	**1**	1	0	0	**2**	0	4	0	0	4	2	**1**	0	0	3
+45 mins.	0	3	0	0	3	0	0	0	0	0	0	**9**	0	0	**9**	1	0	0	0	1
Total Volume	1	19	7	0	27	1	2	0	0	3	0	23	0	0	23	8	1	0	0	9
% App. Total	3.7	70.4	25.9	0		33.3	66.7	0	0		0	100	0	0		88.9	11.1	0	0	
PHF	.250	.679	.583	.000	.614	.250	.500	.000	.000	.375	.000	.639	.000	.000	.639	.500	.250	.000	.000	.563

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - AM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 5

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
14:00	5	111	53	0	169	0	1	4	0	5	5	96	1	0	102	55	1	4	0	60	336
14:15	4	95	43	0	142	0	2	5	0	7	3	83	1	0	87	44	1	9	0	54	290
14:30	4	110	41	0	155	2	2	5	0	9	4	75	1	0	80	32	0	4	0	36	280
14:45	3	107	43	0	153	1	3	4	0	8	7	91	1	0	99	36	0	4	0	40	300
Total	16	423	180	0	619	3	8	18	0	29	19	345	4	0	368	167	2	21	0	190	1206
15:00	5	104	46	0	155	1	3	7	0	11	7	72	2	0	81	41	3	4	0	48	295
15:15	7	146	78	0	231	2	3	5	0	10	3	103	4	0	110	80	3	12	0	95	446
15:30	7	136	51	0	194	2	2	7	0	11	9	85	4	0	98	80	5	16	0	101	404
15:45	5	127	56	0	188	3	3	5	0	11	6	81	2	0	89	46	3	9	0	58	346
Total	24	513	231	0	768	8	11	24	0	43	25	341	12	0	378	247	14	41	0	302	1491
16:00	9	158	62	0	229	2	2	8	0	12	4	124	2	0	130	55	4	6	0	65	436
16:15	6	171	54	0	231	4	1	9	0	14	17	178	1	0	196	41	1	4	0	46	487
16:30	7	170	77	0	254	2	2	4	0	8	13	152	2	0	167	60	0	9	0	69	498
16:45	9	162	68	0	239	0	1	8	0	9	6	101	3	0	110	38	2	7	0	47	405
Total	31	661	261	0	953	8	6	29	0	43	40	555	8	0	603	194	7	26	0	227	1826
17:00	10	139	88	0	237	2	2	8	0	12	10	116	2	0	128	52	2	9	0	63	440
17:15	11	154	61	0	226	3	2	7	0	12	6	99	3	0	108	50	0	13	0	63	409
17:30	13	147	57	0	217	3	2	8	0	13	3	104	2	0	109	40	2	8	0	50	389
17:45	11	159	54	0	224	2	4	5	0	11	4	89	1	0	94	45	3	6	0	54	383
Total	45	599	260	0	904	10	10	28	0	48	23	408	8	0	439	187	7	36	0	230	1621
18:00	6	144	64	0	214	0	1	4	0	5	1	107	2	0	110	41	3	7	0	51	380
18:15	6	117	49	0	172	0	3	4	0	7	2	80	0	0	82	27	1	5	0	33	294
18:30	7	139	58	0	204	1	1	2	0	4	4	61	0	0	65	27	0	3	0	30	303
18:45	5	115	43	0	163	1	0	1	0	2	9	52	0	0	61	27	0	6	0	33	259
Total	24	515	214	0	753	2	5	11	0	18	16	300	2	0	318	122	4	21	0	147	1236
Grand Total	140	2711	1146	0	3997	31	40	110	0	181	123	1949	34	0	2106	917	34	145	0	1096	7380
Apprch %	3.5	67.8	28.7	0		17.1	22.1	60.8	0		5.8	92.5	1.6	0		83.7	3.1	13.2	0		
Total %	1.9	36.7	15.5	0	54.2	0.4	0.5	1.5	0	2.5	1.7	26.4	0.5	0	28.5	12.4	0.5	2	0	14.9	
Vehicles	137	2686	1128	0	3951	30	39	109	0	178	123	1921	34	0	2078	905	33	139	0	1077	7284
% Vehicles	97.9	99.1	98.4	0	98.8	96.8	97.5	99.1	0	98.3	100	98.6	100	0	98.7	98.7	97.1	95.9	0	98.3	98.7
Heavy Vehicles	3	25	18	0	46	1	1	1	0	3	0	28	0	0	28	12	1	6	0	19	96
% Heavy Vehicles	2.1	0.9	1.6	0	1.2	3.2	2.5	0.9	0	1.7	0	1.4	0	0	1.3	1.3	2.9	4.1	0	1.7	1.3

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 2

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	5	104	46	0	155	1	**3**	**7**	0	**11**	7	72	2	0	81	41	3	4	0	48	295
15:15	**7**	**146**	**78**	0	**231**	2	3	5	0	10	3	**103**	**4**	0	**110**	**80**	3	12	0	95	**446**
15:30	7	136	51	0	194	2	2	7	0	11	**9**	85	4	0	98	80	**5**	**16**	0	**101**	404
15:45	5	127	56	0	188	**3**	3	5	0	11	6	81	2	0	89	46	3	9	0	58	346
Total Volume	24	513	231	0	768	8	11	24	0	43	25	341	12	0	378	247	14	41	0	302	1491
% App. Total	3.1	66.8	30.1	0		18.6	25.6	55.8	0		6.6	90.2	3.2	0		81.8	4.6	13.6	0		
PHF	.857	.878	.740	.000	.831	.667	.917	.857	.000	.977	.694	.828	.750	.000	.859	.772	.700	.641	.000	.748	.836
Vehicles	23	507	224	0	754	8	10	23	0	41	25	336	12	0	373	243	13	37	0	293	1461
% Vehicles	95.8	98.8	97.0	0	98.2	100	90.9	95.8	0	95.3	100	98.5	100	0	98.7	98.4	92.9	90.2	0	97.0	98.0
Heavy Vehicles	1	6	7	0	14	0	1	1	0	2	0	5	0	0	5	4	1	4	0	9	30
% Heavy Vehicles	4.2	1.2	3.0	0	1.8	0	9.1	4.2	0	4.7	0	1.5	0	0	1.3	1.6	7.1	9.8	0	3.0	2.0

Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	15:00					15:00					14:45					15:00				
+0 mins.	5	104	46	0	155	1	**3**	**7**	0	**11**	7	91	1	0	99	41	3	4	0	48
+15 mins.	**7**	**146**	**78**	0	**231**	2	3	5	0	10	7	72	2	0	81	**80**	3	12	0	95
+30 mins.	7	136	51	0	194	2	2	7	0	11	3	**103**	**4**	0	**110**	80	**5**	**16**	0	**101**
+45 mins.	5	127	56	0	188	**3**	3	5	0	11	**9**	85	4	0	98	46	3	9	0	58
Total Volume	24	513	231	0	768	8	11	24	0	43	26	351	11	0	388	247	14	41	0	302
% App. Total	3.1	66.8	30.1	0		18.6	25.6	55.8	0		6.7	90.5	2.8	0		81.8	4.6	13.6	0	
PHF	.857	.878	.740	.000	.831	.667	.917	.857	.000	.977	.722	.852	.688	.000	.882	.772	.700	.641	.000	.748
Vehicles	23	507	224	0	754	8	10	23	0	41	26	348	11	0	385	243	13	37	0	293
% Vehicles	95.8	98.8	97	0	98.2	100	90.9	95.8	0	95.3	100	99.1	100	0	99.2	98.4	92.9	90.2	0	97
Heavy Vehicles	1	6	7	0	14	0	1	1	0	2	0	3	0	0	3	4	1	4	0	9
% Heavy Vehicles	4.2	1.2	3	0	1.8	0	9.1	4.2	0	4.7	0	0.9	0	0	0.8	1.6	7.1	9.8	0	3

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
14:00	5	109	52	0	166	0	1	4	0	5	5	96	1	0	102	54	1	4	0	59	332
14:15	4	93	43	0	140	0	2	5	0	7	3	82	1	0	86	43	1	9	0	53	286
14:30	4	110	39	0	153	2	2	5	0	9	4	73	1	0	78	32	0	4	0	36	276
14:45	3	104	42	0	149	1	3	4	0	8	7	90	1	0	98	36	0	3	0	39	294
Total	16	416	176	0	608	3	8	18	0	29	19	341	4	0	364	165	2	20	0	187	1188
15:00	5	103	43	0	151	1	3	7	0	11	7	72	2	0	81	41	3	4	0	48	291
15:15	6	142	77	0	225	2	2	4	0	8	3	102	4	0	109	76	2	9	0	87	429
15:30	7	136	50	0	193	2	2	7	0	11	9	84	4	0	97	80	5	15	0	100	401
15:45	5	126	54	0	185	3	3	5	0	11	6	78	2	0	86	46	3	9	0	58	340
Total	23	507	224	0	754	8	10	23	0	41	25	336	12	0	373	243	13	37	0	293	1461
16:00	8	155	60	0	223	2	2	8	0	12	4	122	2	0	128	55	4	6	0	65	428
16:15	6	171	53	0	230	4	1	9	0	14	17	177	1	0	195	39	1	3	0	43	482
16:30	6	169	77	0	252	1	2	4	0	7	13	149	2	0	164	59	0	9	0	68	491
16:45	9	159	67	0	235	0	1	8	0	9	6	99	3	0	108	38	2	7	0	47	399
Total	29	654	257	0	940	7	6	29	0	42	40	547	8	0	595	191	7	25	0	223	1800
17:00	10	138	87	0	235	2	2	8	0	12	10	114	2	0	126	52	2	9	0	63	436
17:15	11	153	61	0	225	3	2	7	0	12	6	98	3	0	107	49	0	13	0	62	406
17:30	13	147	57	0	217	3	2	8	0	13	3	103	2	0	108	40	2	8	0	50	388
17:45	11	157	54	0	222	2	4	5	0	11	4	87	1	0	92	45	3	6	0	54	379
Total	45	595	259	0	899	10	10	28	0	48	23	402	8	0	433	186	7	36	0	229	1609
18:00	6	144	64	0	214	0	1	4	0	5	1	103	2	0	106	41	3	7	0	51	376
18:15	6	117	47	0	170	0	3	4	0	7	2	79	0	0	81	26	1	5	0	32	290
18:30	7	138	58	0	203	1	1	2	0	4	4	61	0	0	65	26	0	3	0	29	301
18:45	5	115	43	0	163	1	0	1	0	2	9	52	0	0	61	27	0	6	0	33	259
Total	24	514	212	0	750	2	5	11	0	18	16	295	2	0	313	120	4	21	0	145	1226
Grand Total	137	2686	1128	0	3951	30	39	109	0	178	123	1921	34	0	2078	905	33	139	0	1077	7284
Apprch %	3.5	68	28.5	0		16.9	21.9	61.2	0		5.9	92.4	1.6	0		84	3.1	12.9	0		
Total %	1.9	36.9	15.5	0	54.2	0.4	0.5	1.5	0	2.4	1.7	26.4	0.5	0	28.5	12.4	0.5	1.9	0	14.8	

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	5	103	43	0	151	1	**3**	**7**	0	**11**	7	72	2	0	81	41	3	4	0	48	291
15:15	6	**142**	**77**	0	**225**	2	2	4	0	8	3	**102**	**4**	0	**109**	76	2	9	0	87	**429**
15:30	**7**	136	50	0	193	2	2	7	0	11	**9**	84	4	0	97	**80**	**5**	**15**	0	**100**	401
15:45	5	126	54	0	185	**3**	3	5	0	11	6	78	2	0	86	46	3	9	0	58	340
Total Volume	23	507	224	0	754	8	10	23	0	41	25	336	12	0	373	243	13	37	0	293	1461
% App. Total	3.1	67.2	29.7	0		19.5	24.4	56.1	0		6.7	90.1	3.2	0		82.9	4.4	12.6	0		
PHF	.821	.893	.727	.000	.838	.667	.833	.821	.000	.932	.694	.824	.750	.000	.856	.759	.650	.617	.000	.733	.851

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 4

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:00					15:00					14:45					15:00					
+0 mins.	5	103	43	0	151	1	**3**	**7**	0	**11**	7	90	1	0	98	41	3	4	0	48	
+15 mins.	6	**142**	**77**	0	**225**	2	2	4	0	8	7	72	2	0	81	76	2	9	0	87	
+30 mins.	**7**	136	50	0	193	2	2	7	0	11	3	**102**	**4**	0	**109**	**80**	**5**	**15**	0	**100**	
+45 mins.	5	126	54	0	185	**3**	3	5	0	11	**9**	84	4	0	97	46	3	9	0	58	
Total Volume	23	507	224	0	754	8	10	23	0	41	26	348	11	0	385	243	13	37	0	293	
% App. Total	3.1	67.2	29.7	0		19.5	24.4	56.1	0		6.8	90.4	2.9	0		82.9	4.4	12.6	0		
PHF	.821	.893	.727	.000	.838	.667	.833	.821	.000	.932	.722	.853	.688	.000	.883	.759	.650	.617	.000	.733	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
14:00	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
14:15	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
14:30	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
14:45	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
Total	0	7	4	0	11	0	0	0	0	0	0	4	0	0	4	2	0	1	0	3	18
15:00	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:15	1	4	1	0	6	0	1	1	0	2	0	1	0	0	1	4	1	3	0	8	17
15:30	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
15:45	0	1	2	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	1	6	7	0	14	0	1	1	0	2	0	5	0	0	5	4	1	4	0	9	30
16:00	1	3	2	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
16:15	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	5
16:30	1	1	0	0	2	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	7
16:45	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	2	7	4	0	13	1	0	0	0	1	0	8	0	0	8	3	0	1	0	4	26
17:00	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
17:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
17:45	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	4	1	0	5	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	12
18:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
18:15	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
18:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	2	0	3	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	10
Grand Total	3	25	18	0	46	1	1	1	0	3	0	28	0	0	28	12	1	6	0	19	96
Apprch %	6.5	54.3	39.1	0		33.3	33.3	33.3	0		0	100	0	0		63.2	5.3	31.6	0		
Total %	3.1	26	18.8	0	47.9	1	1	1	0	3.1	0	29.2	0	0	29.2	12.5	1	6.2	0	19.8	

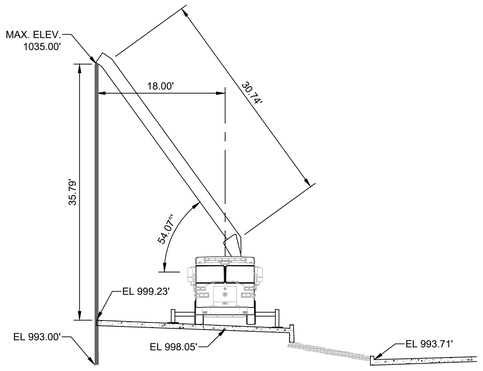
	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:30																					
14:30	0	0	2	0	2	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	4
14:45	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
15:00	0	1	**3**	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:15	**1**	**4**	1	0	**6**	0	**1**	**1**	0	**2**	0	1	0	0	1	**4**	**1**	**3**	0	**8**	**17**
Total Volume	1	8	7	0	16	0	1	1	0	2	0	4	0	0	4	4	1	4	0	9	31
% App. Total	6.2	50	43.8	0		0	50	50	0		0	100	0	0		44.4	11.1	44.4	0		
PHF	.250	.500	.583	.000	.667	.000	.250	.250	.000	.250	.000	.500	.000	.000	.500	.250	.250	.333	.000	.281	.456

GRAM Traffic Counting, inc.

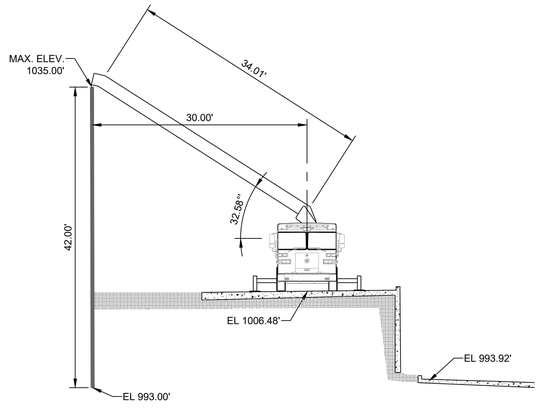
3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 6

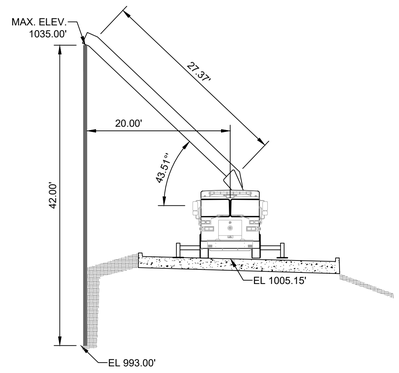
	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	14:30					14:30					15:00					14:45					
+0 mins.	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+15 mins.	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
+30 mins.	0	1	**3**	0	4	0	0	0	0	0	0	1	0	0	1	**4**	**1**	**3**	0	**8**	
+45 mins.	**1**	**4**	1	0	**6**	0	**1**	**1**	0	**2**	0	**3**	0	0	**3**	0	0	1	0	1	
Total Volume	1	8	7	0	16	0	1	1	0	2	0	5	0	0	5	4	1	5	0	10	
% App. Total	6.2	50	43.8	0		0	50	50	0		0	100	0	0		40	10	50	0		
PHF	.250	.500	.583	.000	.667	.000	.250	.250	.000	.250	.000	.417	.000	.000	.417	.250	.250	.417	.000	.313	



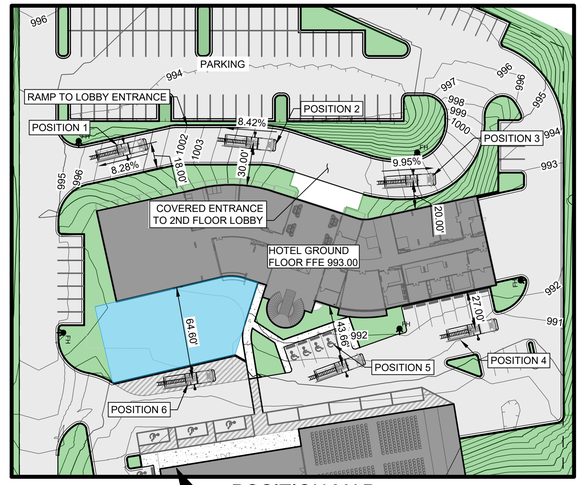
POSITION 1
ELEVATION VIEW
1
0 5' 10' 20'
SCALE: 1" = 10'



POSITION 2
ELEVATION VIEW
2
0 5' 10' 20'
SCALE: 1" = 10'



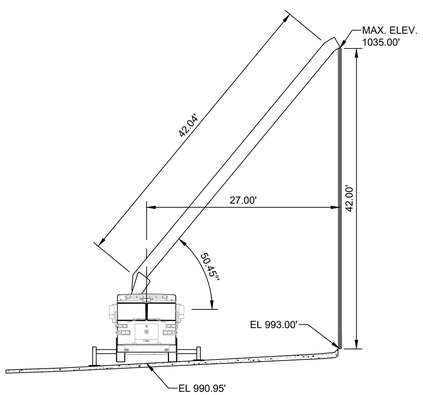
POSITION 3
ELEVATION VIEW
3
0 5' 10' 20'
SCALE: 1" = 10'



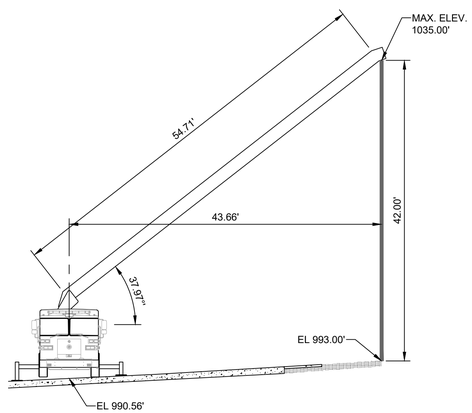
POSITION MAP
N.T.S.

NOTES:

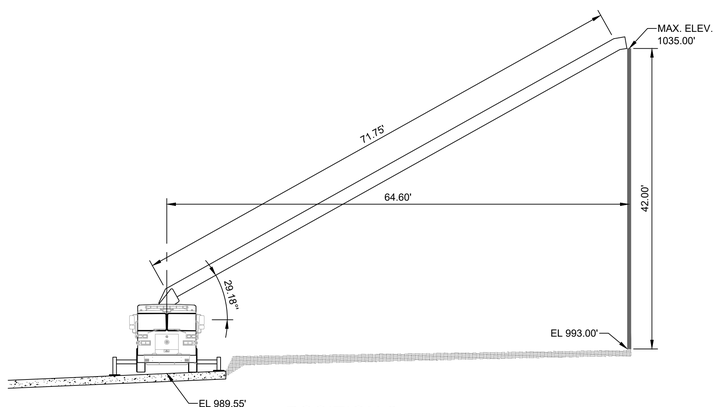
1. ALL ELEVATIONS SHOWN ARE APPROXIMATE.
2. OUTRIGGERS ARE SHOWN AT FULL EXTENSION.
3. LADDER EXTENSION NOT TO EXCEED 75'
4. TRUCK SHOWN IS BASED OFF DATA DOWNLOADED FOR SUTPHEN MODEL SL75 FROM THE MANUFACTURER'S WEB SITE ON 05/30/2025.



POSITION 4
ELEVATION VIEW
4
0 5' 10' 20'
SCALE: 1" = 10'



POSITION 5
ELEVATION VIEW
5
0 5' 10' 20'
SCALE: 1" = 10'



POSITION 6
ELEVATION VIEW
6
0 5' 10' 20'
SCALE: 1" = 10'

WILLIAM E. PARNELL
121598
LICENSED
PROFESSIONAL ENGINEER
3/25/26

parnell engineering
www.parnellengineeringinc.com
500 E. WHITESTONE BLVD (#1419)
CEDAR PARK, TX 78613
512-431-8411
TEXAS REGISTRATION FIRM NO. F-19566

MARK	DATE	DESCRIPTION	BY

LAVERNE DEVELOPERS
VISTA VERDE RESORT HOTEL
19708 BOGGY FORD ROAD, LAGO VISTA, TEXAS 78645

VERTICAL FIRE ACCESS ELEVATIONS

Project No:	
Designed By:	
Drawn By:	
Checked By:	

F1
Sheet of 29

File No: 2511.01 ########

Copyright: Parnell Engineering

Bar Measures 1 inch, otherwise drawing not to scale

3/25/2026 11:26:41 AM - J:\2511_LAVERNE DEVELOPERS\2511.01 VISTA VERDE RESORT HOTEL\CAD\EXHIBITS\F1 VERTICAL FIRE ACCESS ELEVATIONS.DWG - MIKE RECTOR

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 7

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:00																					
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	14:00					14:00					14:00					14:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - AM
Site Code : 2
Start Date : 11/15/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	7	8	13	0	28	0	0	4	0	4	0	33	0	0	33	90	1	2	0	93	158
07:15	5	20	44	0	69	0	1	2	0	3	2	50	0	0	52	134	0	2	0	136	260
07:30	5	30	53	0	88	0	0	1	0	1	6	45	0	0	51	110	3	3	0	116	256
07:45	4	29	60	0	93	1	0	2	0	3	4	56	2	0	62	100	0	5	0	105	263
Total	21	87	170	0	278	1	1	9	0	11	12	184	2	0	198	434	4	12	0	450	937
08:00	2	24	34	0	60	0	0	7	0	7	4	43	0	0	47	95	0	3	0	98	212
08:15	2	16	53	0	71	0	0	3	0	3	5	45	0	0	50	127	1	2	0	130	254
08:30	1	36	65	0	102	0	0	1	0	1	0	36	0	0	36	97	1	3	0	101	240
08:45	2	29	40	0	71	0	2	4	0	6	3	31	0	0	34	74	2	11	0	87	198
Total	7	105	192	0	304	0	2	15	0	17	12	155	0	0	167	393	4	19	0	416	904
Grand Total	28	192	362	0	582	1	3	24	0	28	24	339	2	0	365	827	8	31	0	866	1841
Apprch %	4.8	33	62.2	0		3.6	10.7	85.7	0		6.6	92.9	0.5	0		95.5	0.9	3.6	0		
Total %	1.5	10.4	19.7	0	31.6	0.1	0.2	1.3	0	1.5	1.3	18.4	0.1	0	19.8	44.9	0.4	1.7	0	47	
Vehicles	25	187	351	0	563	1	3	24	0	28	23	335	2	0	360	819	7	31	0	857	1808
% Vehicles	89.3	97.4	97	0	96.7	100	100	100	0	100	95.8	98.8	100	0	98.6	99	87.5	100	0	99	98.2
Heavy Vehicles	3	5	11	0	19	0	0	0	0	0	1	4	0	0	5	8	1	0	0	9	33
% Heavy Vehicles	10.7	2.6	3	0	3.3	0	0	0	0	0	4.2	1.2	0	0	1.4	1	12.5	0	0	1	1.8

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	**5**	20	44	0	69	0	**1**	2	0	3	2	50	0	0	52	**134**	0	2	0	**136**	260
07:30	5	**30**	53	0	88	0	0	1	0	1	**6**	45	0	0	51	110	**3**	3	0	116	256
07:45	4	29	**60**	0	**93**	**1**	0	2	0	3	4	**56**	**2**	0	**62**	100	0	**5**	0	105	**263**
08:00	2	24	34	0	60	0	0	**7**	0	**7**	4	43	0	0	47	95	0	3	0	98	212
Total Volume	16	103	191	0	310	1	1	12	0	14	16	194	2	0	212	439	3	13	0	455	991
% App. Total	5.2	33.2	61.6	0		7.1	7.1	85.7	0		7.5	91.5	0.9	0		96.5	0.7	2.9	0		
PHF	.800	.858	.796	.000	.833	.250	.250	.429	.000	.500	.667	.866	.250	.000	.855	.819	.250	.650	.000	.836	.942
Vehicles	15	100	186	0	301	1	1	12	0	14	16	192	2	0	210	437	2	13	0	452	977
% Vehicles	93.8	97.1	97.4	0	97.1	100	100	100	0	100	100	99.0	100	0	99.1	99.5	66.7	100	0	99.3	98.6
Heavy Vehicles	1	3	5	0	9	0	0	0	0	0	0	2	0	0	2	2	1	0	0	3	14
% Heavy Vehicles	6.3	2.9	2.6	0	2.9	0	0	0	0	0	0	1.0	0	0	0.9	0.5	33.3	0	0	0.7	1.4

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - AM
Site Code : 2
Start Date : 11/15/2023
Page No : 2

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45					08:00					07:15					07:15					
+0 mins.	**4**	29	60	0	93	0	0	**7**	0	**7**	2	50	0	0	52	**134**	0	2	0	**136**	
+15 mins.	2	24	34	0	60	0	0	3	0	3	**6**	45	0	0	51	110	**3**	3	0	116	
+30 mins.	2	16	53	0	71	0	0	1	0	1	4	**56**	**2**	0	**62**	100	0	**5**	0	105	
+45 mins.	1	**36**	**65**	0	**102**	0	**2**	4	0	6	4	43	0	0	47	95	0	3	0	98	
Total Volume	9	105	212	0	326	0	2	15	0	17	16	194	2	0	212	439	3	13	0	455	
% App. Total	2.8	32.2	65	0		0	11.8	88.2	0		7.5	91.5	0.9	0		96.5	0.7	2.9	0		
PHF	.563	.729	.815	.000	.799	.000	.250	.536	.000	.607	.667	.866	.250	.000	.855	.819	.250	.650	.000	.836	
Vehicles	9	102	206	0	317	0	2	15	0	17	16	192	2	0	210	437	2	13	0	452	
% Vehicles	100	97.1	97.2	0	97.2	0	100	100	0	100	100	99	100	0	99.1	99.5	66.7	100	0	99.3	
Heavy Vehicles	0	3	6	0	9	0	0	0	0	0	0	2	0	0	2	2	1	0	0	3	
% Heavy Vehicles	0	2.9	2.8	0	2.8	0	0	0	0	0	0	1	0	0	0.9	0.5	33.3	0	0	0.7	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - AM
Site Code : 2
Start Date : 11/15/2023
Page No : 4

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15	1	1	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
07:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Total	2	3	5	0	10	0	0	0	0	0	0	1	0	0	1	2	1	0	0	3	14
08:00	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:15	0	0	3	0	3	0	0	0	0	0	1	1	0	0	2	3	0	0	0	3	8
08:30	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
08:45	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
Total	1	2	6	0	9	0	0	0	0	0	1	3	0	0	4	6	0	0	0	6	19
Grand Total	3	5	11	0	19	0	0	0	0	0	1	4	0	0	5	8	1	0	0	9	33
Apprch %	15.8	26.3	57.9	0		0	0	0	0		20	80	0	0		88.9	11.1	0	0		
Total %	9.1	15.2	33.3	0	57.6	0	0	0	0	0	3	12.1	0	0	15.2	24.2	3	0	0	27.3	

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
08:00	0	1	1	0	2	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	3
08:15	0	0	**3**	0	**3**	0	0	0	0	0	**1**	1	0	0	**2**	**3**	0	0	0	**3**	**8**
08:30	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
Total Volume	0	3	6	0	9	0	0	0	0	0	1	2	0	0	3	7	0	0	0	7	19
% App. Total	0	33.3	66.7	0		0	0	0	0		33.3	66.7	0	0		100	0	0	0		
PHF	.000	.750	.500	.000	.750	.000	.000	.000	.000	.000	.250	.500	.000	.000	.375	.583	.000	.000	.000	.583	.594

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:30					07:45					
+0 mins.	**1**	**1**	1	0	3	0	0	0	0	0	0	**1**	0	0	1	2	0	0	0	2	
+15 mins.	1	1	**3**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	**3**	0	0	0	**3**	
+45 mins.	0	1	0	0	1	0	0	0	0	0	**1**	1	0	0	**2**	2	0	0	0	2	
Total Volume	2	3	5	0	10	0	0	0	0	0	1	3	0	0	4	7	0	0	0	7	
% App. Total	20	30	50	0		0	0	0	0		25	75	0	0		100	0	0	0		
PHF	.500	.750	.417	.000	.500	.000	.000	.000	.000	.000	.250	.750	.000	.000	.500	.583	.000	.000	.000	.583	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - AM
Site Code : 2
Start Date : 11/15/2023
Page No : 5

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	5	27	69	0	101	0	0	0	0	0	0	24	0	0	24	66	1	4	0	71	196
14:15	1	31	70	0	102	0	0	4	0	4	8	25	1	0	34	46	0	2	0	48	188
14:30	4	38	65	0	107	0	0	3	0	3	0	31	0	0	31	44	1	1	0	46	187
14:45	3	25	59	0	87	0	2	4	0	6	0	21	0	0	21	58	1	7	0	66	180
Total	13	121	263	0	397	0	2	11	0	13	8	101	1	0	110	214	3	14	0	231	751
15:00	4	34	65	0	103	1	0	6	0	7	2	35	1	0	38	48	0	6	0	54	202
15:15	1	42	106	0	149	0	1	3	0	4	4	38	0	0	42	61	3	10	0	74	269
15:30	4	42	112	0	158	0	1	1	0	2	5	28	0	0	33	40	0	4	0	44	237
15:45	0	43	83	0	126	1	2	3	0	6	5	30	0	0	35	70	0	5	0	75	242
Total	9	161	366	0	536	2	4	13	0	19	16	131	1	0	148	219	3	25	0	247	950
16:00	3	44	85	0	132	0	3	2	0	5	5	41	0	0	46	103	0	5	0	108	291
16:15	5	43	131	0	179	0	1	9	0	10	4	28	0	0	32	75	0	3	0	78	299
16:30	3	54	135	0	192	0	1	4	0	5	6	42	1	0	49	56	2	7	0	65	311
16:45	3	43	100	0	146	0	0	4	0	4	7	27	1	0	35	57	1	7	0	65	250
Total	14	184	451	0	649	0	5	19	0	24	22	138	2	0	162	291	3	22	0	316	1151
17:00	3	41	96	0	140	0	2	6	0	8	6	37	0	0	43	60	0	6	0	66	257
17:15	1	61	106	0	168	0	2	1	0	3	9	24	0	0	33	74	0	8	0	82	286
17:30	3	49	88	0	140	0	0	3	0	3	8	48	0	0	56	51	0	6	0	57	256
17:45	2	48	96	0	146	0	1	4	0	5	5	30	1	0	36	64	0	17	0	81	268
Total	9	199	386	0	594	0	5	14	0	19	28	139	1	0	168	249	0	37	0	286	1067
18:00	0	47	104	0	151	0	0	9	0	9	7	25	0	0	32	58	1	11	0	70	262
18:15	2	34	76	0	112	0	0	4	0	4	6	22	0	0	28	46	0	9	0	55	199
18:30	3	31	117	0	151	0	0	2	0	2	5	17	1	0	23	37	1	5	0	43	219
18:45	4	29	83	0	116	0	0	0	0	0	2	15	0	0	17	28	0	4	0	32	165
Total	9	141	380	0	530	0	0	15	0	15	20	79	1	0	100	169	2	29	0	200	845
Grand Total	54	806	1846	0	2706	2	16	72	0	90	94	588	6	0	688	1142	11	127	0	1280	4764
Apprch %	2	29.8	68.2	0		2.2	17.8	80	0		13.7	85.5	0.9	0		89.2	0.9	9.9	0		
Total %	1.1	16.9	38.7	0	56.8	0	0.3	1.5	0	1.9	2	12.3	0.1	0	14.4	24	0.2	2.7	0	26.9	
Vehicles	52	799	1830	0	2681	2	15	70	0	87	87	570	6	0	663	1125	11	121	0	1257	4688
% Vehicles	96.3	99.1	99.1	0	99.1	100	93.8	97.2	0	96.7	92.6	96.9	100	0	96.4	98.5	100	95.3	0	98.2	98.4
Heavy Vehicles	2	7	16	0	25	0	1	2	0	3	7	18	0	0	25	17	0	6	0	23	76
% Heavy Vehicles	3.7	0.9	0.9	0	0.9	0	6.2	2.8	0	3.3	7.4	3.1	0	0	3.6	1.5	0	4.7	0	1.8	1.6

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023
Page No : 2

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	3	44	85	0	132	0	**3**	2	0	5	5	41	0	0	46	**103**	0	5	0	**108**	291
16:15	**5**	43	131	0	179	0	1	**9**	0	**10**	4	28	0	0	32	75	0	3	0	78	299
16:30	3	**54**	**135**	0	**192**	0	1	4	0	5	6	**42**	**1**	0	**49**	56	**2**	**7**	0	65	**311**
16:45	3	43	100	0	146	0	0	4	0	4	**7**	27	1	0	35	57	1	7	0	65	250
Total Volume	14	184	451	0	649	0	5	19	0	24	22	138	2	0	162	291	3	22	0	316	1151
% App. Total	2.2	28.4	69.5	0		0	20.8	79.2	0		13.6	85.2	1.2	0		92.1	0.9	7	0		
PHF	.700	.852	.835	.000	.845	.000	.417	.528	.000	.600	.786	.821	.500	.000	.827	.706	.375	.786	.000	.731	.925
Vehicles	13	182	447	0	642	0	5	18	0	23	20	134	2	0	156	284	3	21	0	308	1129
% Vehicles	92.9	98.9	99.1	0	98.9	0	100	94.7	0	95.8	90.9	97.1	100	0	96.3	97.6	100	95.5	0	97.5	98.1
Heavy Vehicles	1	2	4	0	7	0	0	1	0	1	2	4	0	0	6	7	0	1	0	8	22
% Heavy Vehicles	7.1	1.1	0.9	0	1.1	0	0	5.3	0	4.2	9.1	2.9	0	0	3.7	2.4	0	4.5	0	2.5	1.9

Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					16:15					17:00					15:45					
+0 mins.	**5**	43	131	0	179	0	1	**9**	0	**10**	6	37	0	0	43	70	0	5	0	75	
+15 mins.	3	**54**	**135**	0	**192**	0	1	4	0	5	**9**	24	0	0	33	**103**	0	5	0	**108**	
+30 mins.	3	43	100	0	146	0	0	4	0	4	8	**48**	0	0	**56**	75	0	3	0	78	
+45 mins.	3	41	96	0	140	0	**2**	6	0	8	5	30	**1**	0	36	56	**2**	**7**	0	65	
Total Volume	14	181	462	0	657	0	4	23	0	27	28	139	1	0	168	304	2	20	0	326	
% App. Total	2.1	27.5	70.3	0		0	14.8	85.2	0		16.7	82.7	0.6	0		93.3	0.6	6.1	0		
PHF	.700	.838	.856	.000	.855	.000	.500	.639	.000	.675	.778	.724	.250	.000	.750	.738	.250	.714	.000	.755	
Vehicles	14	179	459	0	652	0	4	22	0	26	27	136	1	0	164	293	2	18	0	313	
% Vehicles	100	98.9	99.4	0	99.2	0	100	95.7	0	96.3	96.4	97.8	100	0	97.6	96.4	100	90	0	96	
Heavy Vehicles	0	2	3	0	5	0	0	1	0	1	1	3	0	0	4	11	0	2	0	13	
% Heavy Vehicles	0	1.1	0.6	0	0.8	0	0	4.3	0	3.7	3.6	2.2	0	0	2.4	3.6	0	10	0	4	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	4	26	69	0	99	0	0	0	0	0	0	23	0	0	23	66	1	4	0	71	193
14:15	1	31	68	0	100	0	0	4	0	4	8	25	1	0	34	46	0	1	0	47	185
14:30	4	38	65	0	107	0	0	3	0	3	0	29	0	0	29	44	1	1	0	46	185
14:45	3	24	57	0	84	0	2	3	0	5	0	19	0	0	19	58	1	6	0	65	173
Total	12	119	259	0	390	0	2	10	0	12	8	96	1	0	105	214	3	12	0	229	736
15:00	4	34	65	0	103	1	0	6	0	7	1	35	1	0	37	48	0	6	0	54	201
15:15	1	42	105	0	148	0	1	3	0	4	3	37	0	0	40	59	3	9	0	71	263
15:30	4	41	109	0	154	0	1	1	0	2	3	28	0	0	31	40	0	4	0	44	231
15:45	0	42	83	0	125	1	1	3	0	5	5	29	0	0	34	65	0	4	0	69	233
Total	9	159	362	0	530	2	3	13	0	18	12	129	1	0	142	212	3	23	0	238	928
16:00	2	44	83	0	129	0	3	2	0	5	4	39	0	0	43	99	0	5	0	104	281
16:15	5	42	131	0	178	0	1	9	0	10	3	27	0	0	30	74	0	3	0	77	295
16:30	3	54	135	0	192	0	1	4	0	5	6	42	1	0	49	55	2	6	0	63	309
16:45	3	42	98	0	143	0	0	3	0	3	7	26	1	0	34	56	1	7	0	64	244
Total	13	182	447	0	642	0	5	18	0	23	20	134	2	0	156	284	3	21	0	308	1129
17:00	3	41	95	0	139	0	2	6	0	8	6	36	0	0	42	60	0	6	0	66	255
17:15	1	60	106	0	167	0	2	1	0	3	9	24	0	0	33	73	0	8	0	81	284
17:30	3	49	86	0	138	0	0	3	0	3	7	47	0	0	54	51	0	6	0	57	252
17:45	2	48	96	0	146	0	1	4	0	5	5	29	1	0	35	63	0	17	0	80	266
Total	9	198	383	0	590	0	5	14	0	19	27	136	1	0	164	247	0	37	0	284	1057
18:00	0	47	103	0	150	0	0	9	0	9	7	22	0	0	29	58	1	11	0	70	258
18:15	2	34	76	0	112	0	0	4	0	4	6	22	0	0	28	45	0	8	0	53	197
18:30	3	31	117	0	151	0	0	2	0	2	5	16	1	0	22	37	1	5	0	43	218
18:45	4	29	83	0	116	0	0	0	0	0	2	15	0	0	17	28	0	4	0	32	165
Total	9	141	379	0	529	0	0	15	0	15	20	75	1	0	96	168	2	28	0	198	838
Grand Total	52	799	1830	0	2681	2	15	70	0	87	87	570	6	0	663	1125	11	121	0	1257	4688
Apprch %	1.9	29.8	68.3	0		2.3	17.2	80.5	0		13.1	86	0.9	0		89.5	0.9	9.6	0		
Total %	1.1	17	39	0	57.2	0	0.3	1.5	0	1.9	1.9	12.2	0.1	0	14.1	24	0.2	2.6	0	26.8	

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	2	44	83	0	129	0	**3**	2	0	5	4	39	0	0	43	**99**	0	5	0	**104**	281
16:15	**5**	42	131	0	178	0	1	**9**	0	**10**	3	27	0	0	30	74	0	3	0	77	295
16:30	3	**54**	**135**	0	**192**	0	1	4	0	5	6	**42**	**1**	0	**49**	55	**2**	6	0	63	**309**
16:45	3	42	98	0	143	0	0	3	0	3	**7**	26	1	0	34	56	1	**7**	0	64	244
Total Volume	13	182	447	0	642	0	5	18	0	23	20	134	2	0	156	284	3	21	0	308	1129
% App. Total	2	28.3	69.6	0		0	21.7	78.3	0		12.8	85.9	1.3	0		92.2	1	6.8	0		
PHF	.650	.843	.828	.000	.836	.000	.417	.500	.000	.575	.714	.798	.500	.000	.796	.717	.375	.750	.000	.740	.913

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:15					16:15					17:00					15:45					
+0 mins.	**5**	42	131	0	178	0	1	**9**	0	**10**	6	36	0	0	42	65	0	4	0	69	
+15 mins.	3	**54**	**135**	0	**192**	0	1	4	0	5	**9**	24	0	0	33	**99**	0	5	0	**104**	
+30 mins.	3	42	98	0	143	0	0	3	0	3	7	**47**	0	0	**54**	74	0	3	0	77	
+45 mins.	3	41	95	0	139	0	**2**	6	0	8	5	29	**1**	0	35	55	**2**	**6**	0	63	
Total Volume	14	179	459	0	652	0	4	22	0	26	27	136	1	0	164	293	2	18	0	313	
% App. Total	2.1	27.5	70.4	0		0	15.4	84.6	0		16.5	82.9	0.6	0		93.6	0.6	5.8	0		
PHF	.700	.829	.850	.000	.849	.000	.500	.611	.000	.650	.750	.723	.250	.000	.759	.740	.250	.750	.000	.752	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
14:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
14:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
14:45	0	1	2	0	3	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	7
Total	1	2	4	0	7	0	0	1	0	1	0	5	0	0	5	0	0	2	0	2	15
15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
15:15	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	2	0	1	0	3	6
15:30	0	1	3	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
15:45	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5	0	1	0	6	9
Total	0	2	4	0	6	0	1	0	0	1	4	2	0	0	6	7	0	2	0	9	22
16:00	1	0	2	0	3	0	0	0	0	0	1	2	0	0	3	4	0	0	0	4	10
16:15	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
16:45	0	1	2	0	3	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	6
Total	1	2	4	0	7	0	0	1	0	1	2	4	0	0	6	7	0	1	0	8	22
17:00	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
17:30	0	0	2	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	1	3	0	4	0	0	0	0	0	1	3	0	0	4	2	0	0	0	2	10
18:00	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	7
Grand Total	2	7	16	0	25	0	1	2	0	3	7	18	0	0	25	17	0	6	0	23	76
Apprch %	8	28	64	0		0	33.3	66.7	0		28	72	0	0		73.9	0	26.1	0		
Total %	2.6	9.2	21.1	0	32.9	0	1.3	2.6	0	3.9	9.2	23.7	0	0	32.9	22.4	0	7.9	0	30.3	

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:15																					
15:15	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	2	0	**1**	0	3	6
15:30	0	**1**	**3**	0	**4**	0	0	0	0	0	**2**	0	0	0	2	0	0	0	0	0	6
15:45	0	1	0	0	1	0	**1**	0	0	**1**	0	1	0	0	1	**5**	0	1	0	**6**	9
16:00	**1**	0	2	0	3	0	0	0	0	0	1	**2**	0	0	**3**	4	0	0	0	4	**10**
Total Volume	1	2	6	0	9	0	1	0	0	1	4	4	0	0	8	11	0	2	0	13	31
% App. Total	11.1	22.2	66.7	0		0	100	0	0		50	50	0	0		84.6	0	15.4	0		
PHF	.250	.500	.500	.000	.563	.000	.250	.000	.000	.250	.500	.500	.000	.000	.667	.550	.000	.500	.000	.542	.775

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:15					14:00					15:15					15:15					
+0 mins.	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	2	0	**1**	0	3	
+15 mins.	0	**1**	**3**	0	**4**	0	0	0	0	0	**2**	0	0	0	2	0	0	0	0	0	
+30 mins.	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	**5**	0	1	0	**6**	
+45 mins.	**1**	0	2	0	3	0	0	**1**	0	**1**	1	**2**	0	0	**3**	4	0	0	0	4	
Total Volume	1	2	6	0	9	0	0	1	0	1	4	4	0	0	8	11	0	2	0	13	
% App. Total	11.1	22.2	66.7	0		0	0	100	0		50	50	0	0		84.6	0	15.4	0		
PHF	.250	.500	.500	.000	.563	.000	.000	.250	.000	.250	.500	.500	.000	.000	.667	.550	.000	.500	.000	.542	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023
Page No : 7

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:00																					
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	14:00					14:00					14:00					14:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - AM
Site Code : 3
Start Date : 11/15/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	10	0	1	0	11	0	13	3	0	16	0	2	1	0	3	3	73	0	0	76	106
07:15	10	1	3	0	14	0	21	3	0	24	0	4	0	0	4	3	85	0	0	88	130
07:30	9	3	1	0	13	0	40	9	0	49	0	2	1	0	3	5	73	0	0	78	143
07:45	14	1	3	0	18	0	43	14	0	57	0	5	0	0	5	3	66	0	0	69	149
Total	43	5	8	0	56	0	117	29	0	146	0	13	2	0	15	14	297	0	0	311	528
08:00	9	0	1	0	10	0	18	7	0	25	1	1	0	0	2	3	76	0	0	79	116
08:15	12	6	1	0	19	0	43	4	0	47	0	3	0	0	3	5	76	0	0	81	150
08:30	8	3	0	0	11	1	48	4	0	53	1	2	0	0	3	1	64	0	0	65	132
08:45	6	0	5	0	11	0	29	3	0	32	1	1	0	0	2	2	56	0	0	58	103
Total	35	9	7	0	51	1	138	18	0	157	3	7	0	0	10	11	272	0	0	283	501
Grand Total	78	14	15	0	107	1	255	47	0	303	3	20	2	0	25	25	569	0	0	594	1029
Apprch %	72.9	13.1	14	0		0.3	84.2	15.5	0		12	80	8	0		4.2	95.8	0	0		
Total %	7.6	1.4	1.5	0	10.4	0.1	24.8	4.6	0	29.4	0.3	1.9	0.2	0	2.4	2.4	55.3	0	0	57.7	
Vehicles	78	14	15	0	107	1	252	45	0	298	3	19	2	0	24	23	567	0	0	590	1019
% Vehicles	100	100	100	0	100	100	98.8	95.7	0	98.3	100	95	100	0	96	92	99.6	0	0	99.3	99
Heavy Vehicles	0	0	0	0	0	0	3	2	0	5	0	1	0	0	1	2	2	0	0	4	10
% Heavy Vehicles	0	0	0	0	0	0	1.2	4.3	0	1.7	0	5	0	0	4	8	0.4	0	0	0.7	1

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	9	3	1	0	13	0	40	9	0	49	0	2	**1**	0	3	**5**	73	0	0	78	143
07:45	**14**	1	**3**	0	18	0	**43**	**14**	0	**57**	0	**5**	0	0	**5**	3	66	0	0	69	149
08:00	9	0	1	0	10	0	18	7	0	25	**1**	1	0	0	2	3	**76**	0	0	79	116
08:15	12	**6**	1	0	**19**	0	43	4	0	47	0	3	0	0	3	5	76	0	0	**81**	**150**
Total Volume	44	10	6	0	60	0	144	34	0	178	1	11	1	0	13	16	291	0	0	307	558
% App. Total	73.3	16.7	10	0		0	80.9	19.1	0		7.7	84.6	7.7	0		5.2	94.8	0	0		
PHF	.786	.417	.500	.000	.789	.000	.837	.607	.000	.781	.250	.550	.250	.000	.650	.800	.957	.000	.000	.948	.930
Vehicles	44	10	6	0	60	0	143	32	0	175	1	11	1	0	13	15	290	0	0	305	553
% Vehicles	100	100	100	0	100	0	99.3	94.1	0	98.3	100	100	100	0	100	93.8	99.7	0	0	99.3	99.1
Heavy Vehicles	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	1	0	0	2	5
% Heavy Vehicles	0	0	0	0	0	0	0.7	5.9	0	1.7	0	0	0	0	0	6.3	0.3	0	0	0.7	0.9

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - AM
Site Code : 3
Start Date : 11/15/2023
Page No : 2

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30					07:45					07:00					07:15					
+0 mins.	9	3	1	0	13	0	43	**14**	0	**57**	0	2	**1**	0	3	3	**85**	0	0	**88**	
+15 mins.	**14**	1	**3**	0	18	0	18	7	0	25	0	4	0	0	4	**5**	73	0	0	78	
+30 mins.	9	0	1	0	10	0	43	4	0	47	0	2	1	0	3	3	66	0	0	69	
+45 mins.	12	**6**	1	0	**19**	**1**	**48**	4	0	53	0	**5**	0	0	**5**	3	76	0	0	79	
Total Volume	44	10	6	0	60	1	152	29	0	182	0	13	2	0	15	14	300	0	0	314	
% App. Total	73.3	16.7	10	0		0.5	83.5	15.9	0		0	86.7	13.3	0		4.5	95.5	0	0		
PHF	.786	.417	.500	.000	.789	.250	.792	.518	.000	.798	.000	.650	.500	.000	.750	.700	.882	.000	.000	.892	
Vehicles	44	10	6	0	60	1	151	29	0	181	0	13	2	0	15	12	300	0	0	312	
% Vehicles	100	100	100	0	100	100	99.3	100	0	99.5	0	100	100	0	100	85.7	100	0	0	99.4	
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	
% Heavy Vehicles	0	0	0	0	0	0	0.7	0	0	0.5	0	0	0	0	0	14.3	0	0	0	0.6	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - AM
Site Code : 3
Start Date : 11/15/2023
Page No : 3

Groups Printed- Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	10	0	1	0	11	0	13	3	0	16	0	2	1	0	3	3	73	0	0	76	106
07:15	10	1	3	0	14	0	20	3	0	23	0	4	0	0	4	2	85	0	0	87	128
07:30	9	3	1	0	13	0	39	7	0	46	0	2	1	0	3	4	73	0	0	77	139
07:45	14	1	3	0	18	0	43	14	0	57	0	5	0	0	5	3	66	0	0	69	149
Total	43	5	8	0	56	0	115	27	0	142	0	13	2	0	15	12	297	0	0	309	522
08:00	9	0	1	0	10	0	18	7	0	25	1	1	0	0	2	3	76	0	0	79	116
08:15	12	6	1	0	19	0	43	4	0	47	0	3	0	0	3	5	75	0	0	80	149
08:30	8	3	0	0	11	1	47	4	0	52	1	1	0	0	2	1	63	0	0	64	129
08:45	6	0	5	0	11	0	29	3	0	32	1	1	0	0	2	2	56	0	0	58	103
Total	35	9	7	0	51	1	137	18	0	156	3	6	0	0	9	11	270	0	0	281	497
Grand Total	78	14	15	0	107	1	252	45	0	298	3	19	2	0	24	23	567	0	0	590	1019
Apprch %	72.9	13.1	14	0		0.3	84.6	15.1	0		12.5	79.2	8.3	0		3.9	96.1	0	0		
Total %	7.7	1.4	1.5	0	10.5	0.1	24.7	4.4	0	29.2	0.3	1.9	0.2	0	2.4	2.3	55.6	0	0	57.9	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	9	3	1	0	13	0	39	7	0	46	0	2	**1**	0	3	4	73	0	0	77	139
07:45	**14**	1	**3**	0	18	0	**43**	**14**	0	**57**	0	**5**	0	0	**5**	3	66	0	0	69	**149**
08:00	9	0	1	0	10	0	18	7	0	25	**1**	1	0	0	2	3	**76**	0	0	79	116
08:15	12	**6**	1	0	**19**	0	43	4	0	47	0	3	0	0	3	**5**	75	0	0	**80**	149
Total Volume	44	10	6	0	60	0	143	32	0	175	1	11	1	0	13	15	290	0	0	305	553
% App. Total	73.3	16.7	10	0		0	81.7	18.3	0		7.7	84.6	7.7	0		4.9	95.1	0	0		
PHF	.786	.417	.500	.000	.789	.000	.831	.571	.000	.768	.250	.550	.250	.000	.650	.750	.954	.000	.000	.953	.928

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30					07:45					07:00					07:15				
+0 mins.	9	3	1	0	13	0	43	**14**	0	**57**	0	2	**1**	0	3	2	**85**	0	0	**87**
+15 mins.	**14**	1	**3**	0	18	0	18	7	0	25	0	4	0	0	4	**4**	73	0	0	77
+30 mins.	9	0	1	0	10	0	43	4	0	47	0	2	1	0	3	3	66	0	0	69
+45 mins.	12	**6**	1	0	**19**	**1**	**47**	4	0	52	0	**5**	0	0	**5**	3	76	0	0	79
Total Volume	44	10	6	0	60	1	151	29	0	181	0	13	2	0	15	12	300	0	0	312
% App. Total	73.3	16.7	10	0		0.6	83.4	16	0		0	86.7	13.3	0		3.8	96.2	0	0	
PHF	.786	.417	.500	.000	.789	.250	.803	.518	.000	.794	.000	.650	.500	.000	.750	.750	.882	.000	.000	.897

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - AM
Site Code : 3
Start Date : 11/15/2023
Page No : 4

Groups Printed- Heavy Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
07:30	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	4
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	2	0	0	0	2	6
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
Grand Total	0	0	0	0	0	0	3	2	0	5	0	1	0	0	1	2	2	0	0	4	10
Apprch %	0	0	0	0		0	60	40	0		0	100	0	0		50	50	0	0		
Total %	0	0	0	0	0	0	30	20	0	50	0	10	0	0	10	20	20	0	0	40	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	**1**	0	0	0	**1**	2
07:30	0	0	0	0	0	0	1	**2**	0	**3**	0	0	0	0	0	1	0	0	0	1	**4**
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	2	0	0	0	2	6
% App. Total	0	0	0	0		0	50	50	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.000	.333	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.375

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:45					07:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	**1**	0	0	0	**1**	2
+30 mins.	0	0	0	0	0	0	1	**2**	0	**3**	0	0	0	0	0	1	0	0	0	1	4
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	2	0	4	0	1	0	0	1	2	0	0	0	2	7
% App. Total	0	0	0	0		0	50	50	0		0	100	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.000	.333	.000	.250	.000	.000	.250	.500	.000	.000	.000	.500	.438

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - AM
Site Code : 3
Start Date : 11/15/2023
Page No : 5

Groups Printed- Pedestrians

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**2**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:45				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - PM
Site Code : 3
Start Date : 11/15/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	3	2	3	0	8	0	47	3	0	50	0	0	0	0	0	2	53	1	0	56	114
14:15	4	3	1	0	8	0	56	6	0	62	0	2	0	0	2	3	29	0	0	32	104
14:30	2	3	4	0	9	0	48	7	0	55	0	2	0	0	2	2	38	0	0	40	106
14:45	7	1	1	0	9	0	39	5	0	44	0	4	1	0	5	5	44	1	0	50	108
Total	16	9	9	0	34	0	190	21	0	211	0	8	1	0	9	12	164	2	0	178	432
15:00	7	1	4	0	12	1	42	3	0	46	0	3	0	0	3	1	38	1	0	40	101
15:15	7	5	1	0	13	0	68	8	0	76	0	4	0	0	4	2	38	0	0	40	133
15:30	8	6	1	0	15	0	93	13	0	106	1	2	0	0	3	2	28	1	0	31	155
15:45	6	4	0	0	10	0	62	11	0	73	1	3	0	0	4	4	53	0	0	57	144
Total	28	16	6	0	50	1	265	35	0	301	2	12	0	0	14	9	157	2	0	168	533
16:00	8	1	1	0	10	0	59	8	0	67	0	1	0	0	1	2	65	0	0	67	145
16:15	3	4	0	0	7	0	100	15	0	115	1	0	1	0	2	2	49	2	0	53	177
16:30	4	3	3	0	10	0	95	12	0	107	0	3	0	0	3	1	52	0	0	53	173
16:45	4	2	3	0	9	0	87	8	0	95	0	2	0	0	2	1	43	1	0	45	151
Total	19	10	7	0	36	0	341	43	0	384	1	6	1	0	8	6	209	3	0	218	646
17:00	3	2	3	0	8	0	84	9	0	93	0	1	0	0	1	2	40	0	0	42	144
17:15	6	2	1	0	9	0	65	7	0	72	1	2	0	0	3	2	65	1	0	68	152
17:30	6	6	1	0	13	0	76	5	0	81	0	1	0	0	1	0	59	0	0	59	154
17:45	9	3	1	0	13	0	77	7	0	84	0	4	1	0	5	0	54	0	0	54	156
Total	24	13	6	0	43	0	302	28	0	330	1	8	1	0	10	4	218	1	0	223	606
18:00	6	2	1	0	9	0	82	10	0	92	0	4	0	0	4	1	37	1	0	39	144
18:15	7	1	4	0	12	0	56	3	0	59	1	3	0	0	4	1	37	0	0	38	113
18:30	3	2	2	0	7	0	57	11	0	68	1	0	0	0	1	0	32	1	0	33	109
18:45	3	2	0	0	5	0	59	7	0	66	0	2	0	0	2	1	24	0	0	25	98
Total	19	7	7	0	33	0	254	31	0	285	2	9	0	0	11	3	130	2	0	135	464
Grand Total	106	55	35	0	196	1	1352	158	0	1511	6	43	3	0	52	34	878	10	0	922	2681
Apprch %	54.1	28.1	17.9	0		0.1	89.5	10.5	0		11.5	82.7	5.8	0		3.7	95.2	1.1	0		
Total %	4	2.1	1.3	0	7.3	0	50.4	5.9	0	56.4	0.2	1.6	0.1	0	1.9	1.3	32.7	0.4	0	34.4	
Vehicles	105	55	34	0	194	1	1331	152	0	1484	6	43	3	0	52	33	869	10	0	912	2642
% Vehicles	99.1	100	97.1	0	99	100	98.4	96.2	0	98.2	100	100	100	0	100	97.1	99	100	0	98.9	98.5
Heavy Vehicles	1	0	1	0	2	0	21	6	0	27	0	0	0	0	0	1	9	0	0	10	39
% Heavy Vehicles	0.9	0	2.9	0	1	0	1.6	3.8	0	1.8	0	0	0	0	0	2.9	1	0	0	1.1	1.5

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - PM
Site Code : 3
Start Date : 11/15/2023
Page No : 2

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	7	1	**4**	0	12	**1**	42	3	0	46	0	3	0	0	3	1	38	**1**	0	40	101
15:15	7	5	1	0	13	0	68	8	0	76	0	**4**	0	0	**4**	2	38	0	0	40	133
15:30	**8**	**6**	1	0	**15**	0	**93**	**13**	0	**106**	**1**	2	0	0	3	2	28	1	0	31	**155**
15:45	6	4	0	0	10	0	62	11	0	73	1	3	0	0	4	**4**	**53**	0	0	**57**	144
Total Volume	28	16	6	0	50	1	265	35	0	301	2	12	0	0	14	9	157	2	0	168	533
% App. Total	56	32	12	0		0.3	88	11.6	0		14.3	85.7	0	0		5.4	93.5	1.2	0		
PHF	.875	.667	.375	.000	.833	.250	.712	.673	.000	.710	.500	.750	.000	.000	.875	.563	.741	.500	.000	.737	.860
Vehicles	28	16	5	0	49	1	259	33	0	293	2	12	0	0	14	9	153	2	0	164	520
% Vehicles	100	100	83.3	0	98.0	100	97.7	94.3	0	97.3	100	100	0	0	100	100	97.5	100	0	97.6	97.6
Heavy Vehicles	0	0	1	0	1	0	6	2	0	8	0	0	0	0	0	0	4	0	0	4	13
% Heavy Vehicles	0	0	16.7	0	2.0	0	2.3	5.7	0	2.7	0	0	0	0	0	0	2.5	0	0	2.4	2.4

Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	15:00					15:00					14:45					14:00					
+0 mins.	7	1	**4**	0	12	**1**	42	3	0	46	0	**4**	**1**	0	**5**	2	**53**	**1**	0	**56**	
+15 mins.	7	5	1	0	13	0	68	8	0	76	0	3	0	0	3	3	29	0	0	32	
+30 mins.	**8**	**6**	1	0	**15**	0	**93**	**13**	0	**106**	0	4	0	0	4	2	38	0	0	40	
+45 mins.	6	4	0	0	10	0	62	11	0	73	**1**	2	0	0	3	**5**	44	1	0	50	
Total Volume	28	16	6	0	50	1	265	35	0	301	1	13	1	0	15	12	164	2	0	178	
% App. Total	56	32	12	0		0.3	88	11.6	0		6.7	86.7	6.7	0		6.7	92.1	1.1	0		
PHF	.875	.667	.375	.000	.833	.250	.712	.673	.000	.710	.250	.813	.250	.000	.750	.600	.774	.500	.000	.795	
Vehicles	28	16	5	0	49	1	259	33	0	293	1	13	1	0	15	12	164	2	0	178	
% Vehicles	100	100	83.3	0	98	100	97.7	94.3	0	97.3	100	100	100	0	100	100	100	100	0	100	
Heavy Vehicles	0	0	1	0	1	0	6	2	0	8	0	0	0	0	0	0	0	0	0	0	
% Heavy Vehicles	0	0	16.7	0	2	0	2.3	5.7	0	2.7	0	0	0	0	0	0	0	0	0	0	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

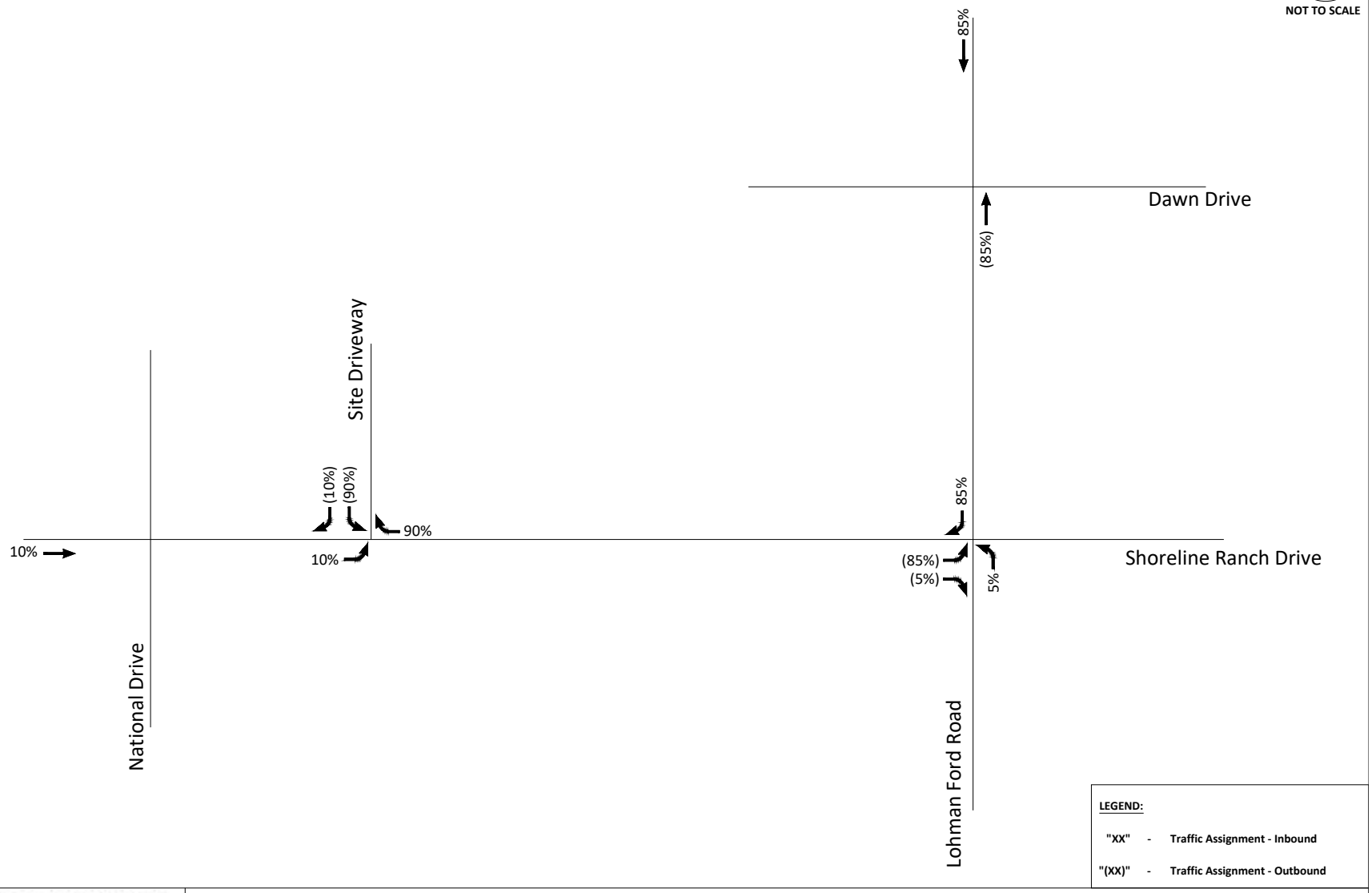
File Name : Site 3 - Boggy Ford Rd & National Dr - PM
Site Code : 3
Start Date : 11/15/2023
Page No : 3

Groups Printed- Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	3	2	3	0	8	0	46	3	0	49	0	0	0	0	0	2	53	1	0	56	113
14:15	3	3	1	0	7	0	54	6	0	60	0	2	0	0	2	3	29	0	0	32	101
14:30	2	3	4	0	9	0	48	7	0	55	0	2	0	0	2	2	38	0	0	40	106
14:45	7	1	1	0	9	0	38	5	0	43	0	4	1	0	5	5	44	1	0	50	107
Total	15	9	9	0	33	0	186	21	0	207	0	8	1	0	9	12	164	2	0	178	427
15:00	7	1	4	0	12	1	41	3	0	45	0	3	0	0	3	1	38	1	0	40	100
15:15	7	5	0	0	12	0	67	8	0	75	0	4	0	0	4	2	37	0	0	39	130
15:30	8	6	1	0	15	0	89	13	0	102	1	2	0	0	3	2	28	1	0	31	151
15:45	6	4	0	0	10	0	62	9	0	71	1	3	0	0	4	4	50	0	0	54	139
Total	28	16	5	0	49	1	259	33	0	293	2	12	0	0	14	9	153	2	0	164	520
16:00	8	1	1	0	10	0	57	8	0	65	0	1	0	0	1	2	64	0	0	66	142
16:15	3	4	0	0	7	0	98	14	0	112	1	0	1	0	2	1	49	2	0	52	173
16:30	4	3	3	0	10	0	95	12	0	107	0	3	0	0	3	1	51	0	0	52	172
16:45	4	2	3	0	9	0	86	8	0	94	0	2	0	0	2	1	43	1	0	45	150
Total	19	10	7	0	36	0	336	42	0	378	1	6	1	0	8	5	207	3	0	215	637
17:00	3	2	3	0	8	0	83	7	0	90	0	1	0	0	1	2	40	0	0	42	141
17:15	6	2	1	0	9	0	65	6	0	71	1	2	0	0	3	2	65	1	0	68	151
17:30	6	6	1	0	13	0	74	5	0	79	0	1	0	0	1	0	59	0	0	59	152
17:45	9	3	1	0	13	0	76	7	0	83	0	4	1	0	5	0	53	0	0	53	154
Total	24	13	6	0	43	0	298	25	0	323	1	8	1	0	10	4	217	1	0	222	598
18:00	6	2	1	0	9	0	81	10	0	91	0	4	0	0	4	1	36	1	0	38	142
18:15	7	1	4	0	12	0	56	3	0	59	1	3	0	0	4	1	36	0	0	37	112
18:30	3	2	2	0	7	0	57	11	0	68	1	0	0	0	1	0	32	1	0	33	109
18:45	3	2	0	0	5	0	58	7	0	65	0	2	0	0	2	1	24	0	0	25	97
Total	19	7	7	0	33	0	252	31	0	283	2	9	0	0	11	3	128	2	0	133	460
Grand Total	105	55	34	0	194	1	1331	152	0	1484	6	43	3	0	52	33	869	10	0	912	2642
Apprch %	54.1	28.4	17.5	0		0.1	89.7	10.2	0		11.5	82.7	5.8	0		3.6	95.3	1.1	0		
Total %	4	2.1	1.3	0	7.3	0	50.4	5.8	0	56.2	0.2	1.6	0.1	0	2	1.2	32.9	0.4	0	34.5	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	7	1	**4**	0	12	**1**	41	3	0	45	0	3	0	0	3	1	38	**1**	0	40	100
15:15	7	5	0	0	12	0	67	8	0	75	0	**4**	0	0	**4**	2	37	0	0	39	130
15:30	**8**	**6**	1	0	**15**	0	**89**	**13**	0	**102**	**1**	2	0	0	3	2	28	1	0	31	**151**
15:45	6	4	0	0	10	0	62	9	0	71	1	3	0	0	4	**4**	**50**	0	0	**54**	139
Total Volume	28	16	5	0	49	1	259	33	0	293	2	12	0	0	14	9	153	2	0	164	520
% App. Total	57.1	32.7	10.2	0		0.3	88.4	11.3	0		14.3	85.7	0	0		5.5	93.3	1.2	0		
PHF	.875	.667	.313	.000	.817	.250	.728	.635	.000	.718	.500	.750	.000	.000	.875	.563	.765	.500	.000	.759	.861

APPENDIX C. Site-Traffic Distribution & Assignments



PROMET ENGINEERS
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9550 Forest Lane, Suite 342, Dallas, Texas 75243

EXHIBIT: C1

TITLE: Traffic Assignment

DATE: April 20, 2025

TRAFFIC IMPACT ANALYSIS UPDATE FOR 19708 BOGGY FORD ROAD DEVELOPMENT, LAGO VISTA, TEXAS

APPENDIX D. Synchro Reports

HCM 6th Signalized Intersection Summary
1: Lohman Ford & Dawn Drive

2025 Existing
Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	11	51	17	6	35	20	635	15	15	406	140
Future Volume (veh/h)	306	11	51	17	6	35	20	635	15	15	406	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1767	1870	1811	1648	1870	1870	1856	1870	1870	1856	1841
Adj Flow Rate, veh/h	360	13	60	20	7	41	24	747	18	18	478	165
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	9	2	6	17	2	2	3	2	2	3	4
Cap, veh/h	374	14	365	23	8	48	301	774	19	134	786	661
Arrive On Green	0.23	0.23	0.23	0.05	0.05	0.05	0.03	0.43	0.43	0.02	0.42	0.42
Sat Flow, veh/h	1627	59	1585	432	151	885	1781	1804	43	1781	1856	1560
Grp Volume(v), veh/h	373	0	60	68	0	0	24	0	765	18	478	165
Grp Sat Flow(s),veh/h/ln	1685	0	1585	1467	0	0	1781	0	1848	1781	1856	1560
Q Serve(g_s), s	19.7	0.0	2.7	4.1	0.0	0.0	0.7	0.0	36.3	0.5	18.0	6.1
Cycle Q Clear(g_c), s	19.7	0.0	2.7	4.1	0.0	0.0	0.7	0.0	36.3	0.5	18.0	6.1
Prop In Lane	0.97		1.00	0.29		0.60	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	388	0	365	80	0	0	301	0	792	134	786	661
V/C Ratio(X)	0.96	0.00	0.16	0.85	0.00	0.00	0.08	0.00	0.97	0.13	0.61	0.25
Avail Cap(c_a), veh/h	388	0	365	80	0	0	355	0	792	197	786	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	0.0	27.7	42.2	0.0	0.0	15.7	0.0	25.1	21.4	20.1	16.7
Incr Delay (d2), s/veh	35.8	0.0	0.2	54.5	0.0	0.0	0.1	0.0	24.6	0.5	3.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	0.0	1.0	2.7	0.0	0.0	0.3	0.0	20.3	0.2	8.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	0.0	27.9	96.7	0.0	0.0	15.8	0.0	49.7	21.8	23.6	17.6
LnGrp LOS	E	A	C	F	A	A	B	A	D	C	C	B
Approach Vol, veh/h		433			68			789			661	
Approach Delay, s/veh		64.3			96.7			48.7			22.1	
Approach LOS		E			F			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	44.6		26.7	8.3	44.1		10.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	35.9		20.7	5.0	35.9		4.9				
Max Q Clear Time (g_c+I1), s	2.5	38.3		21.7	2.7	20.0		6.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr

2025 Existing
Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	457	3	14	1	1	12	17	202	2	17	107	199
Future Volume (veh/h)	457	3	14	1	1	12	17	202	2	17	107	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1411	1870	1870	1870	1870	1870	1870	1870	1811	1856	1856
Adj Flow Rate, veh/h	486	3	15	1	1	13	18	215	2	18	114	212
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	33	2	2	2	2	2	2	2	6	3	3
Cap, veh/h	686	3	16	540	500	797	109	354	3	123	343	322
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1022	6	32	812	994	1585	69	1730	15	114	1679	1572
Grp Volume(v), veh/h	504	0	0	2	0	13	235	0	0	132	0	212
Grp Sat Flow(s),veh/h/ln	1060	0	0	1806	0	1585	1814	0	0	1793	0	1572
Q Serve(g_s), s	18.5	0.0	0.0	0.0	0.0	0.2	0.6	0.0	0.0	0.0	0.0	5.1
Cycle Q Clear(g_c), s	18.5	0.0	0.0	0.0	0.0	0.2	4.7	0.0	0.0	2.5	0.0	5.1
Prop In Lane	0.96		0.03	0.50		1.00	0.08		0.01	0.14		1.00
Lane Grp Cap(c), veh/h	705	0	0	1040	0	797	466	0	0	467	0	322
V/C Ratio(X)	0.71	0.00	0.00	0.00	0.00	0.02	0.50	0.00	0.00	0.28	0.00	0.66
Avail Cap(c_a), veh/h	715	0	0	1055	0	812	466	0	0	467	0	322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	5.1	0.0	5.1	14.8	0.0	0.0	14.0	0.0	15.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	1.5	0.0	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	1.1	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	0.0	0.0	5.1	0.0	5.1	18.7	0.0	0.0	15.5	0.0	25.1
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	C
Approach Vol, veh/h		504			15			235			344	
Approach Delay, s/veh		13.0			5.1			18.7			21.4	
Approach LOS		B			A			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.4		26.6		14.4		26.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		8.0		21.0		8.0		21.0				
Max Q Clear Time (g_c+I1), s		6.7		20.5		7.1		2.2				
Green Ext Time (p_c), s		0.2		0.2		0.2		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	303	0	0	150	35	1	11	1	46	10	6
Future Vol, veh/h	17	303	0	0	150	35	1	11	1	46	10	6
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, %	6	2	2	2	2	6	2	2	2	2	2	2
Mvmt Flow	18	329	0	0	163	38	1	12	1	50	11	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	329	0	0	556	566	329	554	547	182
Stage 1	-	-	-	-	-	-	365	365	-	182	182	-
Stage 2	-	-	-	-	-	-	191	201	-	372	365	-
Critical Hdwy	4.16	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.254	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1347	-	-	1231	-	-	442	434	712	443	445	861
Stage 1	-	-	-	-	-	-	654	623	-	820	749	-
Stage 2	-	-	-	-	-	-	811	735	-	648	623	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1347	-	-	1231	-	-	425	427	712	427	438	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	425	427	-	427	438	-
Stage 1	-	-	-	-	-	-	644	613	-	807	749	-
Stage 2	-	-	-	-	-	-	793	735	-	624	613	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	13.5	14.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	440	1347	-	-	1231	-	-	451
HCM Lane V/C Ratio	0.032	0.014	-	-	-	-	-	0.149
HCM Control Delay (s)	13.5	7.7	0	-	0	-	-	14.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

HCM 6th Signalized Intersection Summary
1: Lohman Ford & Dawn Drive

2025 Existing
Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	11	51	8	11	25	26	355	12	15	406	140
Future Volume (veh/h)	257	11	51	8	11	25	26	355	12	15	406	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1752	1870	1767	1841	1870	1870	1870	1841	1870	1856
Adj Flow Rate, veh/h	302	13	60	9	13	29	31	418	14	18	478	165
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	7	10	2	9	4	2	2	2	4	2	3
Cap, veh/h	348	15	315	11	16	35	299	770	26	351	786	661
Arrive On Green	0.21	0.21	0.21	0.04	0.04	0.04	0.02	0.43	0.43	0.01	0.42	0.42
Sat Flow, veh/h	1643	71	1485	281	405	904	1781	1799	60	1753	1870	1572
Grp Volume(v), veh/h	315	0	60	51	0	0	31	0	432	18	478	165
Grp Sat Flow(s),veh/h/ln	1714	0	1485	1590	0	0	1781	0	1860	1753	1870	1572
Q Serve(g_s), s	13.7	0.0	2.6	2.5	0.0	0.0	0.8	0.0	13.3	0.5	15.3	5.2
Cycle Q Clear(g_c), s	13.7	0.0	2.6	2.5	0.0	0.0	0.8	0.0	13.3	0.5	15.3	5.2
Prop In Lane	0.96		1.00	0.18		0.57	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	363	0	315	61	0	0	299	0	795	351	786	661
V/C Ratio(X)	0.87	0.00	0.19	0.84	0.00	0.00	0.10	0.00	0.54	0.05	0.61	0.25
Avail Cap(c_a), veh/h	423	0	366	83	0	0	330	0	795	388	786	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	24.9	36.8	0.0	0.0	14.0	0.0	16.4	13.7	17.4	14.4
Incr Delay (d2), s/veh	15.4	0.0	0.3	39.1	0.0	0.0	0.2	0.0	2.7	0.1	3.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.9	1.6	0.0	0.0	0.3	0.0	5.8	0.2	6.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	0.0	25.2	75.9	0.0	0.0	14.1	0.0	19.1	13.8	20.8	15.3
LnGrp LOS	D	A	C	E	A	A	B	A	B	B	C	B
Approach Vol, veh/h		375			51			463			661	
Approach Delay, s/veh		41.5			75.9			18.8			19.3	
Approach LOS		D			E			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	38.9		22.3	7.3	38.4		9.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	2.4	27.6		19.0	2.7	27.3		4.0				
Max Q Clear Time (g_c+I1), s	2.5	15.3		15.7	2.8	17.3		4.5				
Green Ext Time (p_c), s	0.0	2.1		0.7	0.0	2.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr

2025 Existing
Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	3	23	0	5	20	23	144	2	15	191	469
Future Volume (veh/h)	303	3	23	0	5	20	23	144	2	15	191	469
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1826	1767	1856	1870	1796	1870	1870
Adj Flow Rate, veh/h	329	3	25	0	5	22	25	157	2	16	208	510
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
Percent Heavy Veh, %	2	2	4	2	2	5	9	3	2	7	2	2
Cap, veh/h	650	10	38	0	732	605	123	552	6	100	625	551
Arrive On Green	0.39	0.39	0.39	0.00	0.39	0.39	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1278	27	98	0	1870	1547	97	1586	18	48	1798	1585
Grp Volume(v), veh/h	357	0	0	0	5	22	184	0	0	224	0	510
Grp Sat Flow(s),veh/h/ln	1403	0	0	0	1870	1547	1702	0	0	1845	0	1585
Q Serve(g_s), s	9.4	0.0	0.0	0.0	0.1	0.4	0.0	0.0	0.0	0.0	0.0	14.2
Cycle Q Clear(g_c), s	9.5	0.0	0.0	0.0	0.1	0.4	3.3	0.0	0.0	4.1	0.0	14.2
Prop In Lane	0.92		0.07	0.00		1.00	0.14		0.01	0.07		1.00
Lane Grp Cap(c), veh/h	699	0	0	0	732	605	681	0	0	726	0	551
V/C Ratio(X)	0.51	0.00	0.00	0.00	0.01	0.04	0.27	0.00	0.00	0.31	0.00	0.93
Avail Cap(c_a), veh/h	699	0	0	0	732	605	681	0	0	726	0	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	0.0	8.5	8.6	10.9	0.0	0.0	11.1	0.0	14.4
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	0.1	1.0	0.0	0.0	1.1	0.0	23.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	0.0	0.0	0.1	1.3	0.0	0.0	1.6	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.0	0.0	0.0	8.6	8.8	11.8	0.0	0.0	12.2	0.0	38.1
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	D
Approach Vol, veh/h		357			27			184			734	
Approach Delay, s/veh		14.1			8.7			11.8			30.2	
Approach LOS		B			A			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.0		24.0		22.0		24.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		18.0		16.0		18.0				
Max Q Clear Time (g_c+I1), s		5.3		11.5		16.2		2.4				
Green Ext Time (p_c), s		0.7		1.1		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	163	2	1	276	36	2	12	0	29	17	6
Future Vol, veh/h	9	163	2	1	276	36	2	12	0	29	17	6
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	6	2	2	2	2	2	17
Mvmt Flow	10	190	2	1	321	42	2	14	0	34	20	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	363	0	0	192	0	0	569	576	191	562	556	342
Stage 1	-	-	-	-	-	-	211	211	-	344	344	-
Stage 2	-	-	-	-	-	-	358	365	-	218	212	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.37
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.453
Pot Cap-1 Maneuver	1196	-	-	1381	-	-	433	428	851	438	439	668
Stage 1	-	-	-	-	-	-	791	728	-	671	637	-
Stage 2	-	-	-	-	-	-	660	623	-	784	727	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1196	-	-	1381	-	-	410	424	851	424	435	668
Mov Cap-2 Maneuver	-	-	-	-	-	-	410	424	-	424	435	-
Stage 1	-	-	-	-	-	-	784	721	-	665	636	-
Stage 2	-	-	-	-	-	-	632	622	-	762	720	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	13.9	14.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	422	1196	-	-	1381	-	-	447
HCM Lane V/C Ratio	0.039	0.009	-	-	0.001	-	-	0.135
HCM Control Delay (s)	13.9	8	0	-	7.6	0	-	14.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

HCM 6th Signalized Intersection Summary
1: Lohman Ford & Dawn Drive

2026 No Build
Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	11	55	19	6	36	31	913	22	15	537	143
Future Volume (veh/h)	312	11	55	19	6	36	31	913	22	15	537	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1767	1870	1811	1648	1870	1870	1856	1870	1870	1856	1841
Adj Flow Rate, veh/h	367	13	65	22	7	42	36	1074	26	18	632	168
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	9	2	6	17	2	2	3	2	2	3	4
Cap, veh/h	303	11	295	22	7	43	289	920	22	105	924	777
Arrive On Green	0.19	0.19	0.19	0.05	0.05	0.05	0.03	0.51	0.51	0.02	0.50	0.50
Sat Flow, veh/h	1628	58	1585	455	145	869	1781	1804	44	1781	1856	1560
Grp Volume(v), veh/h	380	0	65	71	0	0	36	0	1100	18	632	168
Grp Sat Flow(s),veh/h/ln	1685	0	1585	1469	0	0	1781	0	1848	1781	1856	1560
Q Serve(g_s), s	19.0	0.0	3.5	4.9	0.0	0.0	1.0	0.0	52.0	0.5	26.4	6.2
Cycle Q Clear(g_c), s	19.0	0.0	3.5	4.9	0.0	0.0	1.0	0.0	52.0	0.5	26.4	6.2
Prop In Lane	0.97		1.00	0.31		0.59	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	314	0	295	72	0	0	289	0	942	105	924	777
V/C Ratio(X)	1.21	0.00	0.22	0.99	0.00	0.00	0.12	0.00	1.17	0.17	0.68	0.22
Avail Cap(c_a), veh/h	314	0	295	72	0	0	320	0	942	158	924	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	35.2	48.5	0.0	0.0	15.1	0.0	25.0	24.6	19.5	14.4
Incr Delay (d2), s/veh	120.6	0.0	0.4	101.1	0.0	0.0	0.2	0.0	87.0	0.8	4.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.3	0.0	1.4	3.8	0.0	0.0	0.4	0.0	43.9	0.2	11.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	162.1	0.0	35.6	149.5	0.0	0.0	15.3	0.0	112.0	25.4	23.6	15.0
LnGrp LOS	F	A	D	F	A	A	B	A	F	C	C	B
Approach Vol, veh/h		445			71			1136			818	
Approach Delay, s/veh		143.6			149.5			109.0			21.9	
Approach LOS		F			F			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	58.0		25.0	9.2	56.8		11.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	49.0		19.0	5.0	49.0		5.0				
Max Q Clear Time (g_c+I1), s	2.5	54.0		21.0	3.0	28.4		6.9				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			87.5									
HCM 6th LOS			F									

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr

2026 No Build
Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	466	13	14	28	22	145	17	219	11	95	149	203
Future Volume (veh/h)	466	13	14	28	22	145	17	219	11	95	149	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1411	1870	1870	1870	1870	1870	1870	1870	1811	1856	1856
Adj Flow Rate, veh/h	496	14	15	30	23	154	18	233	12	101	159	216
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	33	2	2	2	2	2	2	2	6	3	3
Cap, veh/h	594	13	14	630	455	853	80	293	14	195	219	363
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	853	24	26	969	845	1585	26	1272	62	429	949	1572
Grp Volume(v), veh/h	525	0	0	53	0	154	263	0	0	260	0	216
Grp Sat Flow(s),veh/h/ln	903	0	0	1814	0	1585	1360	0	0	1378	0	1572
Q Serve(g_s), s	27.3	0.0	0.0	0.0	0.0	2.6	0.9	0.0	0.0	0.0	0.0	6.4
Cycle Q Clear(g_c), s	28.0	0.0	0.0	0.7	0.0	2.6	10.2	0.0	0.0	9.4	0.0	6.4
Prop In Lane	0.94		0.03	0.57		1.00	0.07		0.05	0.39		1.00
Lane Grp Cap(c), veh/h	621	0	0	1085	0	853	388	0	0	414	0	363
V/C Ratio(X)	0.85	0.00	0.00	0.05	0.00	0.18	0.68	0.00	0.00	0.63	0.00	0.60
Avail Cap(c_a), veh/h	621	0	0	1085	0	853	388	0	0	414	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	0.0	5.7	0.0	6.1	18.2	0.0	0.0	18.7	0.0	17.8
Incr Delay (d2), s/veh	13.3	0.0	0.0	0.1	0.0	0.5	9.2	0.0	0.0	7.0	0.0	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	0.0	0.2	0.0	0.8	3.5	0.0	0.0	3.4	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	0.0	5.8	0.0	6.6	27.4	0.0	0.0	25.7	0.0	24.9
LnGrp LOS	C	A	A	A	A	A	C	A	A	C	A	C
Approach Vol, veh/h		525			207			263			476	
Approach Delay, s/veh		26.7			6.4			27.4			25.3	
Approach LOS		C			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.0		34.0		18.0		34.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		12.0		28.0		12.0		28.0				
Max Q Clear Time (g_c+I1), s		12.2		30.0		11.4		4.6				
Green Ext Time (p_c), s		0.0		0.0		0.2		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			23.5									
HCM 6th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	319	0	0	174	36	1	11	1	47	10	6
Future Vol, veh/h	17	319	0	0	174	36	1	11	1	47	10	6
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, %	6	2	2	2	2	6	2	2	2	2	2	2
Mvmt Flow	18	347	0	0	189	39	1	12	1	51	11	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	228	0	0	347	0	0	601	611	347	599	592	209
Stage 1	-	-	-	-	-	-	383	383	-	209	209	-
Stage 2	-	-	-	-	-	-	218	228	-	390	383	-
Critical Hdwy	4.16	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.254	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1317	-	-	1212	-	-	412	409	696	413	419	831
Stage 1	-	-	-	-	-	-	640	612	-	793	729	-
Stage 2	-	-	-	-	-	-	784	715	-	634	612	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1317	-	-	1212	-	-	396	402	696	398	412	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	396	402	-	398	412	-
Stage 1	-	-	-	-	-	-	629	602	-	780	729	-
Stage 2	-	-	-	-	-	-	766	715	-	610	602	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14	15.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	415	1317	-	-	1212	-	-	421
HCM Lane V/C Ratio	0.034	0.014	-	-	-	-	-	0.163
HCM Control Delay (s)	14	7.8	0	-	0	-	-	15.2
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

HCM 6th Signalized Intersection Summary
1: Lohman Ford & Dawn Drive

2026 No Build
Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	15	56	16	11	26	34	584	17	26	890	245
Future Volume (veh/h)	262	15	56	16	11	26	34	584	17	26	890	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1752	1870	1767	1841	1870	1870	1870	1841	1870	1856
Adj Flow Rate, veh/h	308	18	66	19	13	31	40	687	20	31	1047	288
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	7	10	2	9	4	2	2	2	4	2	3
Cap, veh/h	286	17	262	23	16	38	130	925	27	276	948	797
Arrive On Green	0.18	0.18	0.18	0.05	0.05	0.05	0.03	0.51	0.51	0.03	0.51	0.51
Sat Flow, veh/h	1621	95	1485	483	330	788	1781	1808	53	1753	1870	1572
Grp Volume(v), veh/h	326	0	66	63	0	0	40	0	707	31	1047	288
Grp Sat Flow(s),veh/h/ln	1715	0	1485	1601	0	0	1781	0	1861	1753	1870	1572
Q Serve(g_s), s	18.0	0.0	3.9	4.0	0.0	0.0	1.1	0.0	30.5	0.9	51.7	11.3
Cycle Q Clear(g_c), s	18.0	0.0	3.9	4.0	0.0	0.0	1.1	0.0	30.5	0.9	51.7	11.3
Prop In Lane	0.94		1.00	0.30		0.49	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	303	0	262	77	0	0	130	0	952	276	948	797
V/C Ratio(X)	1.08	0.00	0.25	0.82	0.00	0.00	0.31	0.00	0.74	0.11	1.10	0.36
Avail Cap(c_a), veh/h	303	0	262	77	0	0	175	0	952	329	948	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	0.0	36.2	48.1	0.0	0.0	24.1	0.0	19.6	15.8	25.1	15.2
Incr Delay (d2), s/veh	73.7	0.0	0.5	47.9	0.0	0.0	1.3	0.0	5.2	0.2	62.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	0.0	1.4	2.6	0.0	0.0	0.5	0.0	13.9	0.3	37.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.7	0.0	36.7	96.0	0.0	0.0	25.5	0.0	24.8	16.0	87.2	16.4
LnGrp LOS	F	A	D	F	A	A	C	A	C	B	F	B
Approach Vol, veh/h		392			63			747			1366	
Approach Delay, s/veh		102.4			96.0			24.9			70.7	
Approach LOS		F			F			C			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	58.2		24.0	9.4	57.7		10.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	49.1		18.0	6.0	49.1		4.9				
Max Q Clear Time (g_c+I1), s	2.9	32.5		20.0	3.1	53.7		6.0				
Green Ext Time (p_c), s	0.0	4.6		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			62.8									
HCM 6th LOS			E									

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr

2026 No Build
Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	29	23	18	24	150	23	195	34	204	222	478
Future Volume (veh/h)	309	29	23	18	24	150	23	195	34	204	222	478
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1826	1767	1856	1870	1796	1870	1870
Adj Flow Rate, veh/h	336	32	25	20	26	163	25	212	37	222	241	520
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
Percent Heavy Veh, %	2	2	4	2	2	5	9	3	2	7	2	2
Cap, veh/h	468	34	27	317	381	542	65	377	59	213	161	713
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1019	97	76	659	1087	1547	0	838	131	276	357	1585
Grp Volume(v), veh/h	393	0	0	46	0	163	274	0	0	463	0	520
Grp Sat Flow(s),veh/h/ln	1192	0	0	1746	0	1547	969	0	0	633	0	1585
Q Serve(g_s), s	18.3	0.0	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	16.1
Cycle Q Clear(g_c), s	19.3	0.0	0.0	1.0	0.0	4.6	27.0	0.0	0.0	27.0	0.0	16.1
Prop In Lane	0.85		0.06	0.43		1.00	0.09		0.14	0.48		1.00
Lane Grp Cap(c), veh/h	529	0	0	697	0	542	502	0	0	373	0	713
V/C Ratio(X)	0.74	0.00	0.00	0.07	0.00	0.30	0.55	0.00	0.00	1.24	0.00	0.73
Avail Cap(c_a), veh/h	529	0	0	697	0	542	502	0	0	373	0	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	0.0	13.0	0.0	14.2	12.0	0.0	0.0	19.1	0.0	13.5
Incr Delay (d2), s/veh	5.6	0.0	0.0	0.0	0.0	0.3	4.2	0.0	0.0	128.8	0.0	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.0	0.4	0.0	1.5	2.6	0.0	0.0	18.5	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	0.0	13.0	0.0	14.5	16.2	0.0	0.0	147.9	0.0	20.0
LnGrp LOS	C	A	A	B	A	B	B	A	A	F	A	B
Approach Vol, veh/h		393			209			274			983	
Approach Delay, s/veh		25.1			14.2			16.2			80.2	
Approach LOS		C			B			B			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		27.0		33.0		27.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0				
Max Q Clear Time (g_c+I1), s		29.0		21.3		29.0		6.6				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			51.7									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	192	2	1	301	37	2	12	0	30	17	6
Future Vol, veh/h	9	192	2	1	301	37	2	12	0	30	17	6
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	6	2	2	2	2	2	17
Mvmt Flow	10	223	2	1	350	43	2	14	0	35	20	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	393	0	0	225	0	0	631	639	224	625	619	372
Stage 1	-	-	-	-	-	-	244	244	-	374	374	-
Stage 2	-	-	-	-	-	-	387	395	-	251	245	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.37
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.453
Pot Cap-1 Maneuver	1166	-	-	1344	-	-	394	394	815	397	404	642
Stage 1	-	-	-	-	-	-	760	704	-	647	618	-
Stage 2	-	-	-	-	-	-	637	605	-	753	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1166	-	-	1344	-	-	372	390	815	383	400	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	372	390	-	383	400	-
Stage 1	-	-	-	-	-	-	752	697	-	641	617	-
Stage 2	-	-	-	-	-	-	609	604	-	731	696	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14.7	15.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	387	1166	-	-	1344	-	-	407
HCM Lane V/C Ratio	0.042	0.009	-	-	0.001	-	-	0.151
HCM Control Delay (s)	14.7	8.1	0	-	7.7	0	-	15.4
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

HCM 6th Signalized Intersection Summary
1: Lohman Ford & Dawn Drive

2026 Build
Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	11	55	19	6	36	31	940	22	15	568	143
Future Volume (veh/h)	312	11	55	19	6	36	31	940	22	15	568	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1767	1870	1811	1648	1870	1870	1856	1870	1870	1856	1841
Adj Flow Rate, veh/h	367	13	65	22	7	42	36	1106	26	18	668	168
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	9	2	6	17	2	2	3	2	2	3	4
Cap, veh/h	303	11	295	22	7	43	268	920	22	105	924	777
Arrive On Green	0.19	0.19	0.19	0.05	0.05	0.05	0.03	0.51	0.51	0.02	0.50	0.50
Sat Flow, veh/h	1628	58	1585	455	145	869	1781	1805	42	1781	1856	1560
Grp Volume(v), veh/h	380	0	65	71	0	0	36	0	1132	18	668	168
Grp Sat Flow(s),veh/h/ln	1685	0	1585	1469	0	0	1781	0	1848	1781	1856	1560
Q Serve(g_s), s	19.0	0.0	3.5	4.9	0.0	0.0	1.0	0.0	52.0	0.5	28.8	6.2
Cycle Q Clear(g_c), s	19.0	0.0	3.5	4.9	0.0	0.0	1.0	0.0	52.0	0.5	28.8	6.2
Prop In Lane	0.97		1.00	0.31		0.59	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	314	0	295	72	0	0	268	0	942	105	924	777
V/C Ratio(X)	1.21	0.00	0.22	0.99	0.00	0.00	0.13	0.00	1.20	0.17	0.72	0.22
Avail Cap(c_a), veh/h	314	0	295	72	0	0	300	0	942	158	924	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	35.2	48.5	0.0	0.0	15.8	0.0	25.0	24.6	20.1	14.4
Incr Delay (d2), s/veh	120.6	0.0	0.4	101.1	0.0	0.0	0.2	0.0	100.9	0.8	4.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.3	0.0	1.4	3.8	0.0	0.0	0.4	0.0	47.5	0.2	13.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	162.1	0.0	35.6	149.5	0.0	0.0	16.1	0.0	125.9	25.4	25.0	15.0
LnGrp LOS	F	A	D	F	A	A	B	A	F	C	C	B
Approach Vol, veh/h		445			71			1168			854	
Approach Delay, s/veh		143.6			149.5			122.5			23.0	
Approach LOS		F			F			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	58.0		25.0	9.2	56.8		11.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	49.0		19.0	5.0	49.0		5.0				
Max Q Clear Time (g_c+I1), s	2.5	54.0		21.0	3.0	30.8		6.9				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			93.5									
HCM 6th LOS			F									

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr

2026 Build
Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	493	13	16	28	22	145	19	219	11	95	149	234
Future Volume (veh/h)	493	13	16	28	22	145	19	219	11	95	149	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1411	1870	1870	1870	1870	1870	1870	1870	1811	1856	1856
Adj Flow Rate, veh/h	524	14	17	30	23	154	20	233	12	101	159	249
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	33	2	2	2	2	2	2	2	6	3	3
Cap, veh/h	576	12	14	610	440	823	89	402	20	222	272	393
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	851	23	28	966	847	1585	59	1610	79	502	1089	1572
Grp Volume(v), veh/h	555	0	0	53	0	154	265	0	0	260	0	249
Grp Sat Flow(s),veh/h/ln	901	0	0	1813	0	1585	1748	0	0	1591	0	1572
Q Serve(g_s), s	26.3	0.0	0.0	0.0	0.0	2.7	0.1	0.0	0.0	0.0	0.0	7.3
Cycle Q Clear(g_c), s	27.0	0.0	0.0	0.7	0.0	2.7	7.2	0.0	0.0	7.1	0.0	7.3
Prop In Lane	0.94		0.03	0.57		1.00	0.08		0.05	0.39		1.00
Lane Grp Cap(c), veh/h	602	0	0	1050	0	823	511	0	0	494	0	393
V/C Ratio(X)	0.92	0.00	0.00	0.05	0.00	0.19	0.52	0.00	0.00	0.53	0.00	0.63
Avail Cap(c_a), veh/h	602	0	0	1050	0	823	511	0	0	494	0	393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	6.2	0.0	6.7	17.1	0.0	0.0	17.2	0.0	17.4
Incr Delay (d2), s/veh	21.7	0.0	0.0	0.1	0.0	0.5	3.7	0.0	0.0	4.0	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	0.0	0.0	0.2	0.0	0.8	3.0	0.0	0.0	3.0	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	0.0	6.3	0.0	7.2	20.8	0.0	0.0	21.2	0.0	24.9
LnGrp LOS	D	A	A	A	A	A	C	A	A	C	A	C
Approach Vol, veh/h		555			207			265			509	
Approach Delay, s/veh		36.6			6.9			20.8			23.0	
Approach LOS		D			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		33.0		19.0		33.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		13.0		27.0		13.0		27.0				
Max Q Clear Time (g_c+I1), s		9.2		29.0		9.3		4.7				
Green Ext Time (p_c), s		0.5		0.0		0.9		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			25.4									
HCM 6th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th TWSC
3: National Drive & Boggy Ford Road

2026 Build
Timing Plan: AM

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	323	0	0	174	36	1	11	1	47	10	6
Future Vol, veh/h	17	323	0	0	174	36	1	11	1	47	10	6
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, %	6	2	2	2	2	6	2	2	2	2	2	2
Mvmt Flow	18	351	0	0	189	39	1	12	1	51	11	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	228	0	0	351	0	0	605	615	351	603	596	209
Stage 1	-	-	-	-	-	-	387	387	-	209	209	-
Stage 2	-	-	-	-	-	-	218	228	-	394	387	-
Critical Hdwy	4.16	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.254	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1317	-	-	1208	-	-	410	407	692	411	417	831
Stage 1	-	-	-	-	-	-	637	610	-	793	729	-
Stage 2	-	-	-	-	-	-	784	715	-	631	610	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1317	-	-	1208	-	-	394	400	692	396	410	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	394	400	-	396	410	-
Stage 1	-	-	-	-	-	-	626	600	-	780	729	-
Stage 2	-	-	-	-	-	-	766	715	-	607	600	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14	15.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	413	1317	-	-	1208	-	-	419
HCM Lane V/C Ratio	0.034	0.014	-	-	-	-	-	0.163
HCM Control Delay (s)	14	7.8	0	-	0	-	-	15.3
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

HCM 6th TWSC
4: Boggy Ford & Driveway 1

2026 Build
Timing Plan: AM

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	367	243	33	29	3
Future Vol, veh/h	4	367	243	33	29	3
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
Mvmt Flow	4	399	264	36	32	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	300	0	-	0	689	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	407	-
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	1261	-	-	-	412	757
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1261	-	-	-	410	757
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	672	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1261	-	-	-	428
HCM Lane V/C Ratio	0.003	-	-	-	0.081
HCM Control Delay (s)	7.9	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

HCM 6th Signalized Intersection Summary
1: Lohman Ford & Dawn Drive

2026 Build
Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	15	56	16	11	26	34	615	17	26	930	245
Future Volume (veh/h)	262	15	56	16	11	26	34	615	17	26	930	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1752	1870	1767	1841	1870	1870	1870	1841	1870	1856
Adj Flow Rate, veh/h	312	18	67	19	13	31	40	732	20	31	1107	292
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	7	10	2	9	4	2	2	2	4	2	3
Cap, veh/h	265	15	243	22	15	36	123	987	27	280	1011	850
Arrive On Green	0.16	0.16	0.16	0.05	0.05	0.05	0.03	0.54	0.54	0.03	0.54	0.54
Sat Flow, veh/h	1622	94	1485	483	330	788	1781	1812	50	1753	1870	1572
Grp Volume(v), veh/h	330	0	67	63	0	0	40	0	752	31	1107	292
Grp Sat Flow(s),veh/h/ln	1715	0	1485	1601	0	0	1781	0	1861	1753	1870	1572
Q Serve(g_s), s	18.0	0.0	4.3	4.3	0.0	0.0	1.1	0.0	33.9	0.9	59.5	11.5
Cycle Q Clear(g_c), s	18.0	0.0	4.3	4.3	0.0	0.0	1.1	0.0	33.9	0.9	59.5	11.5
Prop In Lane	0.95		1.00	0.30		0.49	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	281	0	243	73	0	0	123	0	1014	280	1011	850
V/C Ratio(X)	1.18	0.00	0.28	0.87	0.00	0.00	0.33	0.00	0.74	0.11	1.09	0.34
Avail Cap(c_a), veh/h	281	0	243	73	0	0	146	0	1014	311	1011	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	40.3	52.2	0.0	0.0	26.3	0.0	19.1	15.8	25.3	14.3
Incr Delay (d2), s/veh	110.0	0.0	0.6	62.1	0.0	0.0	1.5	0.0	4.9	0.2	57.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	0.0	1.6	3.0	0.0	0.0	0.6	0.0	15.3	0.3	40.8	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.0	0.0	40.9	114.3	0.0	0.0	27.9	0.0	24.0	15.9	83.1	15.4
LnGrp LOS	F	A	D	F	A	A	C	A	C	B	F	B
Approach Vol, veh/h		397			63			792			1430	
Approach Delay, s/veh		136.5			114.3			24.2			67.8	
Approach LOS		F			F			C			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	65.9		24.0	9.5	65.5		11.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	58.0		18.0	5.0	58.0		5.0				
Max Q Clear Time (g_c+I1), s	2.9	35.9		20.0	3.1	61.5		6.3				
Green Ext Time (p_c), s	0.0	5.7		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			66.2									
HCM 6th LOS			E									

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr

2026 Build
Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	29	25	18	24	150	26	195	34	204	222	517
Future Volume (veh/h)	340	29	25	18	24	150	26	195	34	204	222	517
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1826	1767	1856	1870	1796	1870	1870
Adj Flow Rate, veh/h	370	32	27	20	26	163	28	212	37	222	241	562
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
Percent Heavy Veh, %	2	2	4	2	2	5	9	3	2	7	2	2
Cap, veh/h	506	34	29	341	413	591	66	333	51	212	154	663
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1032	89	75	668	1081	1547	0	797	123	295	367	1585
Grp Volume(v), veh/h	429	0	0	46	0	163	277	0	0	463	0	562
Grp Sat Flow(s),veh/h/ln	1196	0	0	1749	0	1547	919	0	0	662	0	1585
Q Serve(g_s), s	19.9	0.0	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	19.2
Cycle Q Clear(g_c), s	20.9	0.0	0.0	0.9	0.0	4.4	25.1	0.0	0.0	25.1	0.0	19.2
Prop In Lane	0.86		0.06	0.43		1.00	0.10		0.13	0.48		1.00
Lane Grp Cap(c), veh/h	569	0	0	754	0	591	451	0	0	366	0	663
V/C Ratio(X)	0.75	0.00	0.00	0.06	0.00	0.28	0.61	0.00	0.00	1.27	0.00	0.85
Avail Cap(c_a), veh/h	570	0	0	756	0	593	451	0	0	366	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	11.8	0.0	12.8	13.3	0.0	0.0	20.1	0.0	15.7
Incr Delay (d2), s/veh	5.7	0.0	0.0	0.0	0.0	0.3	6.2	0.0	0.0	139.7	0.0	12.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	0.0	0.4	0.0	1.4	3.0	0.0	0.0	19.2	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	0.0	0.0	11.8	0.0	13.1	19.4	0.0	0.0	159.8	0.0	28.5
LnGrp LOS	C	A	A	B	A	B	B	A	A	F	A	C
Approach Vol, veh/h		429			209			277			1025	
Approach Delay, s/veh		24.0			12.8			19.4			87.8	
Approach LOS		C			B			B			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.1		28.9		31.1		28.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		23.0		25.0		23.0				
Max Q Clear Time (g_c+I1), s		27.1		22.9		27.1		6.4				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			55.9									
HCM 6th LOS			E									

HCM 6th TWSC
3: National Drive & Boggy Ford Road

2026 Build
Timing Plan: PM

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	196	2	1	301	37	2	12	0	30	17	6
Future Vol, veh/h	9	196	2	1	301	37	2	12	0	30	17	6
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	6	2	2	2	2	2	17
Mvmt Flow	10	228	2	1	350	43	2	14	0	35	20	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	393	0	0	230	0	0	636	644	229	630	624	372
Stage 1	-	-	-	-	-	-	249	249	-	374	374	-
Stage 2	-	-	-	-	-	-	387	395	-	256	250	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.37
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.453
Pot Cap-1 Maneuver	1166	-	-	1338	-	-	391	391	810	394	402	642
Stage 1	-	-	-	-	-	-	755	701	-	647	618	-
Stage 2	-	-	-	-	-	-	637	605	-	749	700	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1166	-	-	1338	-	-	369	387	810	380	398	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	369	387	-	380	398	-
Stage 1	-	-	-	-	-	-	747	694	-	641	617	-
Stage 2	-	-	-	-	-	-	609	604	-	727	693	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14.8	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	1166	-	-	1338	-	-	405
HCM Lane V/C Ratio	0.042	0.009	-	-	0.001	-	-	0.152
HCM Control Delay (s)	14.8	8.1	0	-	7.7	0	-	15.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

HCM 6th TWSC
4: Boggy Ford & Driveway 1

2026 Build
Timing Plan: PM

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	5	221	526	41	32	4
Future Vol, veh/h	5	221	526	41	32	4
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
Mvmt Flow	5	240	572	45	35	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	617	0	-	0	845	595
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	250	-
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	963	-	-	-	333	504
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	963	-	-	-	331	504
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	963	-	-	-	344
HCM Lane V/C Ratio	0.006	-	-	-	0.114
HCM Control Delay (s)	8.8	0	-	-	16.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Timings
1: Lohman Ford & Dawn Drive

2026 Build - Mitigation
Timing Plan: AM

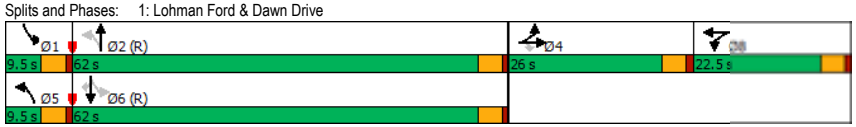
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	11	55	19	6	36	31	940	22	15	568	143
Future Volume (vph)	312	11	55	19	6	36	31	940	22	15	568	143
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.920			0.997				0.850
Flt Protected	0.950	0.956			0.985		0.950			0.950		
Satd. Flow (prot)	1681	1684	1583	0	1644	0	1770	1840	0	1770	1845	1553
Flt Permitted	0.950	0.956			0.985		0.275			0.055		
Satd. Flow (perm)	1681	1684	1583	0	1644	0	512	1840	0	102	1845	1553
Satd. Flow (RTOR)			95		42			1				159
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	9%	2%	6%	17%	2%	2%	3%	2%	2%	3%	4%
Adj. Flow (vph)	367	13	65	22	7	42	36	1106	26	18	668	168
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	191	189	65	0	71	0	36	1132	0	18	668	168
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	26.0	26.0	26.0	22.5	22.5		9.5	62.0		9.5	62.0	62.0
Total Split (%)	21.7%	21.7%	21.7%	18.8%	18.8%		7.9%	51.7%		7.9%	51.7%	51.7%
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)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	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
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	18.0	18.0	18.0		8.0		81.0	78.1		79.5	75.7	75.7
Actuated g/C Ratio	0.15	0.15	0.15		0.07		0.68	0.65		0.66	0.63	0.63
v/c Ratio	0.76	0.75	0.21		0.48		0.09	0.94		0.12	0.57	0.16
Control Delay	67.8	67.1	4.9		36.4		8.7	38.5		10.1	18.8	3.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	67.8	67.1	4.9		36.4		8.7	38.5		10.1	18.8	3.0
LOS	E	E	A		D		A	D		B	B	A
Approach Delay		58.3			36.4			37.6			15.5	
Approach LOS		E			D			D			B	
Queue Length 50th (ft)	149	148	0		22		9	692		4	325	3
Queue Length 95th (ft)	216	213	14		62		23	#1209		14	482	32
Internal Link Dist (ft)		297			340			439			514	
Turn Bay Length (ft)	200									200		
Base Capacity (vph)	301	301	361		282		412	1198		150	1163	1038
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.63	0.63	0.18		0.25		0.09	0.94		0.12	0.57	0.16

Timings
1: Lohman Ford & Dawn Drive

2026 Build - Mitigation
Timing Plan: AM

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 33.8	Intersection LOS: C
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Lohman Ford & Dawn Drive



Timings
2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr

2026 Build - Mitigation
Timing Plan: AM

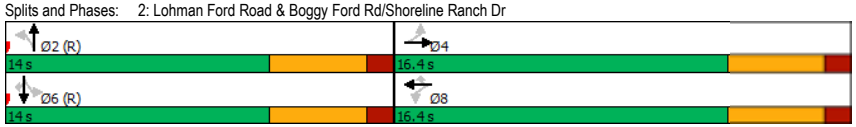
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	493	13	16	28	22	145	19	219	11	95	149	234
Future Volume (vph)	493	13	16	28	22	145	19	219	11	95	149	234
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991				0.850		0.994				0.850
Flt Protected	0.950	0.957			0.972			0.996			0.981	
Satd. Flow (prot)	1681	1653	0	0	1811	1583	0	1844	0	0	1789	1568
Flt Permitted	0.722	0.712			0.759			0.962			0.807	
Satd. Flow (perm)	1278	1230	0	0	1414	1583	0	1781	0	0	1472	1568
Satd. Flow (RTOR)		13				154		8				249
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	33%	2%	2%	2%	2%	2%	2%	2%	6%	3%	3%
Adj. Flow (vph)	524	14	17	30	23	154	20	233	12	101	159	249
Shared Lane Traffic (%)	47%											
Lane Group Flow (vph)	278	277	0	0	53	154	0	265	0	0	260	249
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	4	4		8	8	8	2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	16.4	16.4		16.4	16.4	16.4	14.0	14.0		14.0	14.0	14.0
Total Split (%)	53.9%	53.9%		53.9%	53.9%	53.9%	46.1%	46.1%		46.1%	46.1%	46.1%
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)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)	10.5	10.5			10.5	10.5		10.9			10.9	10.9
Actuated g/C Ratio	0.35	0.35			0.35	0.35		0.36			0.36	0.36
v/c Ratio	0.63	0.64			0.11	0.24		0.41			0.49	0.34
Control Delay	15.0	15.0			6.6	2.6		10.2			12.2	3.1
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	15.0	15.0			6.6	2.6		10.2			12.2	3.1
LOS	B	B			A	A		B			B	A
Approach Delay		15.0			3.6			10.2			7.7	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)	32	30			5	0		31			33	0
Queue Length 95th (ft)	71	69			15	15		64			#70	23
Internal Link Dist (ft)		148			424			364			233	
Turn Bay Length (ft)	200					100						135
Base Capacity (vph)	500	489			553	713		644			528	722
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	0.56	0.57			0.10	0.22		0.41			0.49	0.34

Timings
2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr

2026 Build - Mitigation
Timing Plan: AM

Intersection Summary	
Cycle Length: 30.4	
Actuated Cycle Length: 30.4	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr



Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	323	0	0	174	36	1	11	1	47	10	6
Future Vol, veh/h	17	323	0	0	174	36	1	11	1	47	10	6
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, %	6	2	2	2	2	6	2	2	2	2	2	2
Mvmt Flow	18	351	0	0	189	39	1	12	1	51	11	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	228	0	0	351	0	0	605	615	351	603	596	209
Stage 1	-	-	-	-	-	-	387	387	-	209	209	-
Stage 2	-	-	-	-	-	-	218	228	-	394	387	-
Critical Hdwy	4.16	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.254	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1317	-	-	1208	-	-	410	407	692	411	417	831
Stage 1	-	-	-	-	-	-	637	610	-	793	729	-
Stage 2	-	-	-	-	-	-	784	715	-	631	610	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1317	-	-	1208	-	-	394	400	692	396	410	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	394	400	-	396	410	-
Stage 1	-	-	-	-	-	-	626	600	-	780	729	-
Stage 2	-	-	-	-	-	-	766	715	-	607	600	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14	15.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	413	1317	-	-	1208	-	-	419
HCM Lane V/C Ratio	0.034	0.014	-	-	-	-	-	0.163
HCM Control Delay (s)	14	7.8	0	-	0	-	-	15.3
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	4	367	243	33	29	3
Future Vol, veh/h	4	367	243	33	29	3
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
Mvmt Flow	4	399	264	36	32	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	300	0	-	0	689	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	407	-
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	1261	-	-	-	412	757
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1261	-	-	-	410	757
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	672	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1261	-	-	-	428
HCM Lane V/C Ratio	0.003	-	-	-	0.081
HCM Control Delay (s)	7.9	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	196	2	1	301	37	2	12	0	30	17	6
Future Vol, veh/h	9	196	2	1	301	37	2	12	0	30	17	6
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	6	2	2	2	2	2	17
Mvmt Flow	10	228	2	1	350	43	2	14	0	35	20	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	393	0	0	230	0	0	636	644	229	630	624	372
Stage 1	-	-	-	-	-	-	249	249	-	374	374	-
Stage 2	-	-	-	-	-	-	387	395	-	256	250	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.37
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.453
Pot Cap-1 Maneuver	1166	-	-	1338	-	-	391	391	810	394	402	642
Stage 1	-	-	-	-	-	-	755	701	-	647	618	-
Stage 2	-	-	-	-	-	-	637	605	-	749	700	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1166	-	-	1338	-	-	369	387	810	380	398	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	369	387	-	380	398	-
Stage 1	-	-	-	-	-	-	747	694	-	641	617	-
Stage 2	-	-	-	-	-	-	609	604	-	727	693	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14.8	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	1166	-	-	1338	-	-	405
HCM Lane V/C Ratio	0.042	0.009	-	-	0.001	-	-	0.152
HCM Control Delay (s)	14.8	8.1	0	-	7.7	0	-	15.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	221	526	41	32	4
Future Vol, veh/h	5	221	526	41	32	4
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
Mvmt Flow	5	240	572	45	35	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	617	0	-	0	845	595
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	250	-
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	963	-	-	-	333	504
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	963	-	-	-	331	504
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	963	-	-	-	344
HCM Lane V/C Ratio	0.006	-	-	-	0.114
HCM Control Delay (s)	8.8	0	-	-	16.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Timings
1: Lohman Ford & Dawn Drive

2026 Build Mitigation
Timing Plan: PM

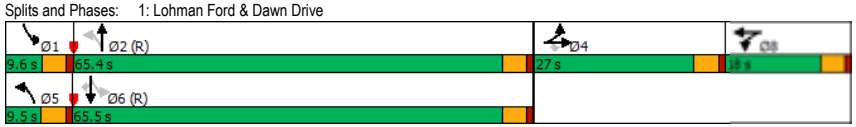
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	15	56	16	11	26	34	615	17	26	930	245
Future Volume (vph)	262	15	56	16	11	26	34	615	17	26	930	245
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.934			0.996				0.850
Flt Protected	0.950	0.957			0.985		0.950			0.950		
Satd. Flow (prot)	1681	1684	1468	0	1674	0	1770	1855	0	1736	1863	1568
Flt Permitted	0.950	0.957			0.985		0.054			0.244		
Satd. Flow (perm)	1681	1684	1468	0	1674	0	101	1855	0	446	1863	1568
Satd. Flow (RTOR)			95		31			2				177
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	7%	10%	2%	9%	4%	2%	2%	2%	4%	2%	3%
Adj. Flow (vph)	308	18	66	19	13	31	40	724	20	31	1094	288
Shared Lane Traffic (%)	47%											
Lane Group Flow (vph)	163	163	66	0	63	0	40	744	0	31	1094	288
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	27.0	27.0	27.0	18.0	18.0		9.5	65.4		9.6	65.5	65.5
Total Split (%)	22.5%	22.5%	22.5%	15.0%	15.0%		7.9%	54.5%		8.0%	54.6%	54.6%
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)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	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
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	16.9	16.9	16.9		8.1		80.9	76.9		79.8	74.7	74.7
Actuated g/C Ratio	0.14	0.14	0.14		0.07		0.67	0.64		0.66	0.62	0.62
v/c Ratio	0.69	0.69	0.23		0.45		0.26	0.63		0.09	0.94	0.28
Control Delay	63.4	63.4	5.3		40.5		12.4	19.7		8.7	40.7	6.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	63.4	63.4	5.3		40.5		12.4	19.7		8.7	40.7	6.2
LOS	E	E	A		D		B	B		A	D	A
Approach Delay		53.6			40.5			19.3			32.9	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	128	128	0		24		9	367		7	790	36
Queue Length 95th (ft)	183	183	15		63		25	567		21	#1144	86
Internal Link Dist (ft)		297			340			439			514	
Turn Bay Length (ft)	200									200		
Base Capacity (vph)	315	315	352		215		155	1188		362	1160	1043
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.52	0.52	0.19		0.29		0.26	0.63		0.09	0.94	0.28

Timings
1: Lohman Ford & Dawn Drive

2026 Build Mitigation
Timing Plan: PM

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 32.1	Intersection LOS: C
Intersection Capacity Utilization 70.8%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

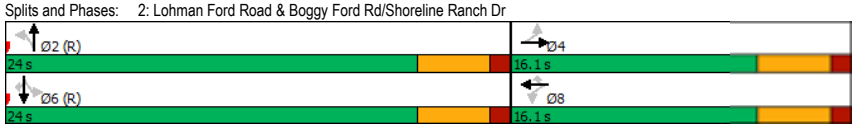
Splits and Phases: 1: Lohman Ford & Dawn Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	29	25	18	24	150	26	195	34	204	222	517
Future Volume (vph)	340	29	25	18	24	150	26	195	34	204	222	517
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981				0.850		0.982				0.850
Flt Protected	0.950	0.965			0.979			0.995			0.977	
Satd. Flow (prot)	1681	1671	0	0	1824	1538	0	1794	0	0	1778	1583
Flt Permitted	0.727	0.756			0.823			0.939			0.740	
Satd. Flow (perm)	1287	1309	0	0	1533	1538	0	1693	0	0	1347	1583
Satd. Flow (RTOR)		18				163		27				562
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
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%	9%	3%	2%	7%	2%	2%
Adj. Flow (vph)	370	32	27	20	26	163	28	212	37	222	241	562
Shared Lane Traffic (%)	42%											
Lane Group Flow (vph)	215	214	0	0	46	163	0	277	0	0	463	562
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	4	4		8	8	8	2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	16.1	16.1		16.1	16.1	16.1	24.0	24.0		24.0	24.0	24.0
Total Split (%)	40.1%	40.1%		40.1%	40.1%	40.1%	59.9%	59.9%		59.9%	59.9%	59.9%
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)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)	10.2	10.2			10.2	10.2		20.9			20.9	20.9
Actuated g/C Ratio	0.25	0.25			0.25	0.25		0.52			0.52	0.52
v/c Ratio	0.66	0.62			0.12	0.32		0.31			0.66	0.51
Control Delay	24.0	20.1			11.5	4.6		6.7			14.6	2.7
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	24.0	20.1			11.5	4.6		6.7			14.6	2.7
LOS	C	C			B	A		A			B	A
Approach Delay		22.0			6.1			6.7			8.1	
Approach LOS		C			A			A			A	
Queue Length 50th (ft)	42	37			7	0		30			72	0
Queue Length 95th (ft)	#112	#91			23	29		63			#196	34
Internal Link Dist (ft)		148			424			364			233	
Turn Bay Length (ft)	200					100						135
Base Capacity (vph)	372	391			443	560		893			700	1093
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	0.58	0.55			0.10	0.29		0.31			0.66	0.51

Intersection Summary	
Cycle Length: 40.1	
Actuated Cycle Length: 40.1	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr



HCM 6th Signalized Intersection Summary
1: Lohman Ford & Dawn Drive

2026 Build w Hotel Conference
Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	11	55	19	6	36	31	953	22	15	695	143
Future Volume (veh/h)	312	11	55	19	6	36	31	953	22	15	695	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1767	1870	1811	1648	1870	1870	1856	1870	1870	1856	1841
Adj Flow Rate, veh/h	367	13	65	22	7	42	36	1121	26	18	818	168
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	9	2	6	17	2	2	3	2	2	3	4
Cap, veh/h	303	11	295	22	7	43	185	921	21	105	924	777
Arrive On Green	0.19	0.19	0.19	0.05	0.05	0.05	0.03	0.51	0.51	0.02	0.50	0.50
Sat Flow, veh/h	1628	58	1585	455	145	869	1781	1806	42	1781	1856	1560
Grp Volume(v), veh/h	380	0	65	71	0	0	36	0	1147	18	818	168
Grp Sat Flow(s),veh/h/ln	1685	0	1585	1469	0	0	1781	0	1848	1781	1856	1560
Q Serve(g_s), s	19.0	0.0	3.5	4.9	0.0	0.0	1.0	0.0	52.0	0.5	40.4	6.2
Cycle Q Clear(g_c), s	19.0	0.0	3.5	4.9	0.0	0.0	1.0	0.0	52.0	0.5	40.4	6.2
Prop In Lane	0.97		1.00	0.31		0.59	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	314	0	295	72	0	0	185	0	942	105	924	777
V/C Ratio(X)	1.21	0.00	0.22	0.99	0.00	0.00	0.19	0.00	1.22	0.17	0.89	0.22
Avail Cap(c_a), veh/h	314	0	295	72	0	0	216	0	942	158	924	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	35.2	48.5	0.0	0.0	20.1	0.0	25.0	24.6	23.0	14.4
Incr Delay (d2), s/veh	120.6	0.0	0.4	101.1	0.0	0.0	0.5	0.0	107.6	0.8	12.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.3	0.0	1.4	3.8	0.0	0.0	0.4	0.0	49.3	0.2	19.7	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	162.1	0.0	35.6	149.5	0.0	0.0	20.6	0.0	132.6	25.4	35.1	15.0
LnGrp LOS	F	A	D	F	A	A	C	A	F	C	D	B
Approach Vol, veh/h		445			71			1183			1004	
Approach Delay, s/veh		143.6			149.5			129.2			31.6	
Approach LOS		F			F			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	58.0		25.0	9.2	56.8		11.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	49.0		19.0	5.0	49.0		5.0				
Max Q Clear Time (g_c+I1), s	2.5	54.0		21.0	3.0	42.4		6.9				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			95.8									
HCM 6th LOS			F									

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr

2026 Build w Hotel Conference
Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	506	13	17	28	22	145	27	219	11	95	149	362
Future Volume (veh/h)	506	13	17	28	22	145	27	219	11	95	149	362
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1411	1870	1870	1870	1870	1870	1870	1870	1811	1856	1870
Adj Flow Rate, veh/h	538	14	18	30	23	154	29	233	12	101	159	385
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	33	2	2	2	2	2	2	2	6	3	2
Cap, veh/h	523	10	13	557	401	751	99	500	24	247	351	501
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	846	22	28	966	847	1585	91	1582	77	503	1112	1585
Grp Volume(v), veh/h	570	0	0	53	0	154	274	0	0	260	0	385
Grp Sat Flow(s),veh/h/ln	896	0	0	1813	0	1585	1750	0	0	1615	0	1585
Q Serve(g_s), s	26.1	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	12.5
Cycle Q Clear(g_c), s	27.0	0.0	0.0	0.9	0.0	3.2	6.8	0.0	0.0	6.4	0.0	12.5
Prop In Lane	0.94		0.03	0.57		1.00	0.11		0.04	0.39		1.00
Lane Grp Cap(c), veh/h	547	0	0	958	0	751	622	0	0	598	0	501
V/C Ratio(X)	1.04	0.00	0.00	0.06	0.00	0.21	0.44	0.00	0.00	0.43	0.00	0.77
Avail Cap(c_a), veh/h	547	0	0	958	0	751	622	0	0	598	0	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	8.1	0.0	8.7	15.7	0.0	0.0	15.5	0.0	17.6
Incr Delay (d2), s/veh	49.8	0.0	0.0	0.0	0.0	0.1	2.3	0.0	0.0	2.3	0.0	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	0.0	0.0	0.3	0.0	1.0	2.9	0.0	0.0	2.8	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	0.0	0.0	8.1	0.0	8.9	17.9	0.0	0.0	17.8	0.0	28.5
LnGrp LOS	F	A	A	A	A	A	B	A	A	B	A	C
Approach Vol, veh/h		570			207			274			645	
Approach Delay, s/veh		68.2			8.7			17.9			24.2	
Approach LOS		E			A			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		33.0		24.0		33.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		27.0		18.0		27.0				
Max Q Clear Time (g_c+I1), s		8.8		29.0		14.5		5.2				
Green Ext Time (p_c), s		1.1		0.0		1.1		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			36.1									
HCM 6th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	338	0	0	174	36	1	11	1	47	10	6
Future Vol, veh/h	17	338	0	0	174	36	1	11	1	47	10	6
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, %	6	2	2	2	2	6	2	2	2	2	2	2
Mvmt Flow	18	367	0	0	189	39	1	12	1	51	11	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	228	0	0	367	0	0	621	631	367	619	612	209
Stage 1	-	-	-	-	-	-	403	403	-	209	209	-
Stage 2	-	-	-	-	-	-	218	228	-	410	403	-
Critical Hdwy	4.16	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.254	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1317	-	-	1192	-	-	400	398	678	401	408	831
Stage 1	-	-	-	-	-	-	624	600	-	793	729	-
Stage 2	-	-	-	-	-	-	784	715	-	619	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1317	-	-	1192	-	-	384	391	678	386	401	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	384	391	-	386	401	-
Stage 1	-	-	-	-	-	-	613	590	-	780	729	-
Stage 2	-	-	-	-	-	-	766	715	-	595	590	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14.2	15.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	404	1317	-	-	1192	-	-	409
HCM Lane V/C Ratio	0.035	0.014	-	-	-	-	-	0.167
HCM Control Delay (s)	14.2	7.8	0	-	0	-	-	15.6
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰↱	
Traffic Vol, veh/h	19	367	243	168	42	5
Future Vol, veh/h	19	367	243	168	42	5
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
Mvmt Flow	21	399	264	183	46	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	447	0	-	0	797	356
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	441	-
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	1113	-	-	-	356	688
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1113	-	-	-	347	688
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	648	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1113	-	-	-	366
HCM Lane V/C Ratio	0.019	-	-	-	0.14
HCM Control Delay (s)	8.3	0	-	-	16.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

HCM 6th Signalized Intersection Summary
1: Lohman Ford & Dawn Drive

2026 Build w Hotel Conference
Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	15	56	16	11	26	34	743	17	26	942	245
Future Volume (veh/h)	262	15	56	16	11	26	34	743	17	26	942	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1752	1870	1767	1841	1870	1870	1870	1841	1870	1856
Adj Flow Rate, veh/h	308	18	66	19	13	31	40	874	20	31	1108	288
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	7	10	2	9	4	2	2	2	4	2	3
Cap, veh/h	265	15	243	22	15	36	123	992	23	191	1011	850
Arrive On Green	0.16	0.16	0.16	0.05	0.05	0.05	0.03	0.54	0.54	0.03	0.54	0.54
Sat Flow, veh/h	1621	95	1485	483	330	788	1781	1821	42	1753	1870	1572
Grp Volume(v), veh/h	326	0	66	63	0	0	40	0	894	31	1108	288
Grp Sat Flow(s),veh/h/ln	1715	0	1485	1601	0	0	1781	0	1863	1753	1870	1572
Q Serve(g_s), s	18.0	0.0	4.3	4.3	0.0	0.0	1.1	0.0	46.2	0.9	59.5	11.3
Cycle Q Clear(g_c), s	18.0	0.0	4.3	4.3	0.0	0.0	1.1	0.0	46.2	0.9	59.5	11.3
Prop In Lane	0.94		1.00	0.30		0.49	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	281	0	243	73	0	0	123	0	1015	191	1011	850
V/C Ratio(X)	1.16	0.00	0.27	0.87	0.00	0.00	0.33	0.00	0.88	0.16	1.10	0.34
Avail Cap(c_a), veh/h	281	0	243	73	0	0	146	0	1015	222	1011	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	40.3	52.2	0.0	0.0	26.3	0.0	21.9	20.4	25.3	14.2
Incr Delay (d2), s/veh	104.7	0.0	0.6	62.1	0.0	0.0	1.5	0.0	10.9	0.4	58.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	0.0	1.6	3.0	0.0	0.0	0.6	0.0	22.0	0.3	40.9	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	150.7	0.0	40.9	114.3	0.0	0.0	27.9	0.0	32.8	20.8	83.4	15.3
LnGrp LOS	F	A	D	F	A	A	C	A	C	C	F	B
Approach Vol, veh/h		392			63			934			1427	
Approach Delay, s/veh		132.2			114.3			32.6			68.3	
Approach LOS		F			F			C			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	65.9		24.0	9.5	65.5		11.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	58.0		18.0	5.0	58.0		5.0				
Max Q Clear Time (g_c+I1), s	2.9	48.2		20.0	3.1	61.5		6.3				
Green Ext Time (p_c), s	0.0	4.7		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	66.4
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr

2026 Build w Hotel Conference
Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	467	29	33	18	24	150	27	195	34	204	222	530
Future Volume (veh/h)	467	29	33	18	24	150	27	195	34	204	222	530
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1826	1767	1856	1870	1796	1870	1870
Adj Flow Rate, veh/h	508	32	36	20	26	163	29	212	37	222	241	576
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
Percent Heavy Veh, %	2	2	4	2	2	5	9	3	2	7	2	2
Cap, veh/h	515	25	28	347	421	593	66	327	50	213	154	660
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1048	66	74	682	1097	1547	0	786	121	298	370	1585
Grp Volume(v), veh/h	576	0	0	46	0	163	278	0	0	463	0	576
Grp Sat Flow(s),veh/h/ln	1188	0	0	1779	0	1547	906	0	0	668	0	1585
Q Serve(g_s), s	22.1	0.0	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	20.0
Cycle Q Clear(g_c), s	23.0	0.0	0.0	0.9	0.0	4.4	25.0	0.0	0.0	25.0	0.0	20.0
Prop In Lane	0.88		0.06	0.43		1.00	0.10		0.13	0.48		1.00
Lane Grp Cap(c), veh/h	568	0	0	768	0	593	444	0	0	367	0	660
V/C Ratio(X)	1.01	0.00	0.00	0.06	0.00	0.27	0.63	0.00	0.00	1.26	0.00	0.87
Avail Cap(c_a), veh/h	568	0	0	768	0	593	444	0	0	367	0	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	0.0	11.7	0.0	12.8	13.4	0.0	0.0	20.1	0.0	16.0
Incr Delay (d2), s/veh	41.2	0.0	0.0	0.0	0.0	0.2	6.5	0.0	0.0	137.9	0.0	14.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	0.0	0.0	0.4	0.0	1.4	3.0	0.0	0.0	19.1	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	0.0	0.0	11.7	0.0	13.0	19.9	0.0	0.0	158.0	0.0	30.8
LnGrp LOS	F	A	A	B	A	B	B	A	A	F	A	C
Approach Vol, veh/h		576			209			278			1039	
Approach Delay, s/veh		62.3			12.7			19.9			87.5	
Approach LOS		E			B			B			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		23.0		25.0		23.0				
Max Q Clear Time (g_c+I1), s		27.0		25.0		27.0		6.4				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	64.2
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	198	2	1	301	37	2	12	0	30	17	6
Future Vol, veh/h	9	198	2	1	301	37	2	12	0	30	17	6
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	6	2	2	2	2	2	17
Mvmt Flow	10	230	2	1	350	43	2	14	0	35	20	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	393	0	0	232	0	0	638	646	231	632	626	372
Stage 1	-	-	-	-	-	-	251	251	-	374	374	-
Stage 2	-	-	-	-	-	-	387	395	-	258	252	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.37
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.453
Pot Cap-1 Maneuver	1166	-	-	1336	-	-	389	390	808	393	401	642
Stage 1	-	-	-	-	-	-	753	699	-	647	618	-
Stage 2	-	-	-	-	-	-	637	605	-	747	698	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1166	-	-	1336	-	-	367	386	808	379	397	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	367	386	-	379	397	-
Stage 1	-	-	-	-	-	-	745	692	-	641	617	-
Stage 2	-	-	-	-	-	-	609	604	-	725	691	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	14.8	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	383	1166	-	-	1336	-	-	404
HCM Lane V/C Ratio	0.043	0.009	-	-	0.001	-	-	0.153
HCM Control Delay (s)	14.8	8.1	0	-	7.7	0	-	15.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	6	221	526	55	167	19
Future Vol, veh/h	6	221	526	55	167	19
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
Mvmt Flow	7	240	572	60	182	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	632	0	-	0	856	602
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	254	-
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	951	-	-	-	328	500
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	951	-	-	-	325	500
Mov Cap-2 Maneuver	-	-	-	-	325	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	788	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	30.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	951	-	-	-	337
HCM Lane V/C Ratio	0.007	-	-	-	0.6
HCM Control Delay (s)	8.8	0	-	-	30.5
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	3.7

Timings
1: Lohman Ford & Dawn Drive

2026 Build w Hotel Conference Mitigation
Timing Plan: AM

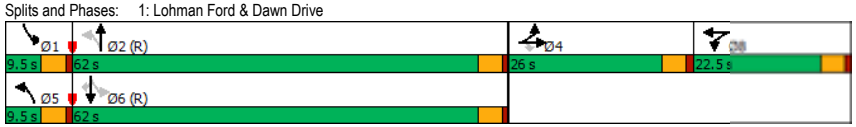
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	11	55	19	6	36	31	953	22	15	695	143
Future Volume (vph)	312	11	55	19	6	36	31	953	22	15	695	143
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.920			0.997				0.850
Flt Protected	0.950	0.956			0.985		0.950			0.950		
Satd. Flow (prot)	1681	1684	1583	0	1644	0	1770	1840	0	1770	1845	1553
Flt Permitted	0.950	0.956			0.985		0.184			0.055		
Satd. Flow (perm)	1681	1684	1583	0	1644	0	343	1840	0	102	1845	1553
Satd. Flow (RTOR)			95		42			1				130
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	9%	2%	6%	17%	2%	2%	3%	2%	2%	3%	4%
Adj. Flow (vph)	367	13	65	22	7	42	36	1121	26	18	818	168
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	191	189	65	0	71	0	36	1147	0	18	818	168
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	26.0	26.0	26.0	22.5	22.5		9.5	62.0		9.5	62.0	62.0
Total Split (%)	21.7%	21.7%	21.7%	18.8%	18.8%		7.9%	51.7%		7.9%	51.7%	51.7%
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)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	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
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	18.0	18.0	18.0		8.0		81.0	78.1		79.5	75.7	75.7
Actuated g/C Ratio	0.15	0.15	0.15		0.07		0.68	0.65		0.66	0.63	0.63
v/c Ratio	0.76	0.75	0.21		0.48		0.12	0.96		0.12	0.70	0.16
Control Delay	67.8	67.1	4.9		36.4		9.1	40.6		10.1	22.9	4.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	67.8	67.1	4.9		36.4		9.1	40.6		10.1	22.9	4.5
LOS	E	E	A		D		A	D		B	C	A
Approach Delay		58.3			36.4			39.7			19.6	
Approach LOS		E			D			D			B	
Queue Length 50th (ft)	149	148	0		22		9	717		4	456	12
Queue Length 95th (ft)	216	213	14		62		23	#1232		14	668	44
Internal Link Dist (ft)		297			340			439			514	
Turn Bay Length (ft)	200									200		
Base Capacity (vph)	301	301	361		282		307	1198		150	1163	1027
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.63	0.63	0.18		0.25		0.12	0.96		0.12	0.70	0.16

Timings
1: Lohman Ford & Dawn Drive

2026 Build w Hotel Conference Mitigation
Timing Plan: AM

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 35.2	Intersection LOS: D
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

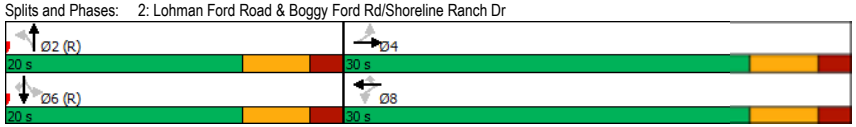
Splits and Phases: 1: Lohman Ford & Dawn Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	506	13	17	28	22	145	27	219	11	95	149	362
Future Volume (vph)	506	13	17	28	22	145	27	219	11	95	149	362
Lane Util. 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
Frt		0.916				0.850		0.994				0.850
Flt Protected	0.950				0.972			0.995			0.981	
Satd. Flow (prot)	1770	1506	0	0	1811	1583	0	1842	0	0	1789	1568
Flt Permitted	0.722				0.873			0.939			0.769	
Satd. Flow (perm)	1345	1506	0	0	1626	1583	0	1739	0	0	1403	1568
Satd. Flow (RTOR)		18				154		5				385
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	33%	2%	2%	2%	2%	2%	2%	2%	6%	3%	3%
Adj. Flow (vph)	538	14	18	30	23	154	29	233	12	101	159	385
Shared Lane Traffic (%)												
Lane Group Flow (vph)	538	32	0	0	53	154	0	274	0	0	260	385
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	4	4		8	8	8	2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0		24.0	24.0	24.0	24.0	24.0		24.0	24.0	24.0
Total Split (s)	30.0	30.0		30.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Total Split (%)	60.0%	60.0%		60.0%	60.0%	60.0%	40.0%	40.0%		40.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		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
Total Lost Time (s)	6.0	6.0			6.0	6.0		6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)	22.5	22.5			22.5	22.5		15.5			15.5	15.5
Actuated g/C Ratio	0.45	0.45			0.45	0.45		0.31			0.31	0.31
v/c Ratio	0.89	0.05			0.07	0.19		0.51			0.60	0.51
Control Delay	32.5	4.9			7.4	2.4		18.7			23.5	4.9
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	32.5	4.9			7.4	2.4		18.7			23.5	4.9
LOS	C	A			A	A		B			C	A
Approach Delay		31.0			3.6			18.7			12.4	
Approach LOS		C			A			B			B	
Queue Length 50th (ft)	125	2			8	0		66			67	0
Queue Length 95th (ft)	#290	12			21	21		127			#154	50
Internal Link Dist (ft)		148			424			364			233	
Turn Bay Length (ft)	200					100						135
Base Capacity (vph)	645	732			780	839		542			434	751
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	0.83	0.04			0.07	0.18		0.51			0.60	0.51

Intersection Summary	
Cycle Length: 50	
Actuated Cycle Length: 50	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 18.6	Intersection LOS: B
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr



Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	338	0	0	174	36	1	11	1	47	10	6
Future Vol, veh/h	17	338	0	0	174	36	1	11	1	47	10	6
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, %	6	2	2	2	2	6	2	2	2	2	2	2
Mvmt Flow	18	367	0	0	189	39	1	12	1	51	11	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	228	0	0	367	0	0	621	631	367	619	612	209
Stage 1	-	-	-	-	-	-	403	403	-	209	209	-
Stage 2	-	-	-	-	-	-	218	228	-	410	403	-
Critical Hdwy	4.16	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.254	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1317	-	-	1192	-	-	400	398	678	401	408	831
Stage 1	-	-	-	-	-	-	624	600	-	793	729	-
Stage 2	-	-	-	-	-	-	784	715	-	619	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1317	-	-	1192	-	-	384	391	678	386	401	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	384	391	-	386	401	-
Stage 1	-	-	-	-	-	-	613	590	-	780	729	-
Stage 2	-	-	-	-	-	-	766	715	-	595	590	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14.2	15.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	404	1317	-	-	1192	-	-	409
HCM Lane V/C Ratio	0.035	0.014	-	-	-	-	-	0.167
HCM Control Delay (s)	14.2	7.8	0	-	0	-	-	15.6
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰↱	
Traffic Vol, veh/h	19	367	243	168	42	5
Future Vol, veh/h	19	367	243	168	42	5
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
Mvmt Flow	21	399	264	183	46	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	447	0	-	0	797	356
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	441	-
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	1113	-	-	-	356	688
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1113	-	-	-	347	688
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	648	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1113	-	-	-	366
HCM Lane V/C Ratio	0.019	-	-	-	0.14
HCM Control Delay (s)	8.3	0	-	-	16.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Timings
1: Lohman Ford & Dawn Drive

2026 Build w Hotel Conference Mitigation
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	15	56	16	11	26	34	743	17	26	942	245
Future Volume (vph)	262	15	56	16	11	26	34	743	17	26	942	245
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.934			0.997				0.850
Flt Protected	0.950	0.957			0.985		0.950			0.950		
Satd. Flow (prot)	1681	1684	1468	0	1674	0	1770	1857	0	1736	1863	1568
Flt Permitted	0.950	0.957			0.985		0.054			0.153		
Satd. Flow (perm)	1681	1684	1468	0	1674	0	101	1857	0	280	1863	1568
Satd. Flow (RTOR)			95		31			1				174
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	7%	10%	2%	9%	4%	2%	2%	2%	4%	2%	3%
Adj. Flow (vph)	308	18	66	19	13	31	40	874	20	31	1108	288
Shared Lane Traffic (%)	47%											
Lane Group Flow (vph)	163	163	66	0	63	0	40	894	0	31	1108	288
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	27.0	27.0	27.0	18.0	18.0		9.5	65.4		9.6	65.5	65.5
Total Split (%)	22.5%	22.5%	22.5%	15.0%	15.0%		7.9%	54.5%		8.0%	54.6%	54.6%
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)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	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
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	16.9	16.9	16.9		8.1		80.9	76.9		79.8	74.7	74.7
Actuated g/C Ratio	0.14	0.14	0.14		0.07		0.67	0.64		0.66	0.62	0.62
v/c Ratio	0.69	0.69	0.23		0.45		0.26	0.75		0.12	0.96	0.28
Control Delay	63.4	63.4	5.3		40.5		12.4	24.2		9.2	42.7	6.3
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	63.4	63.4	5.3		40.5		12.4	24.2		9.2	42.7	6.3
LOS	E	E	A		D		B	C		A	D	A
Approach Delay		53.6			40.5			23.7			34.6	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	128	128	0		24		9	511		7	~824	37
Queue Length 95th (ft)	183	183	15		63		25	#835		21	#1166	88
Internal Link Dist (ft)		297			340			439			514	
Turn Bay Length (ft)	200									200		
Base Capacity (vph)	315	315	352		215		155	1189		261	1160	1041
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.52	0.52	0.19		0.29		0.26	0.75		0.12	0.96	0.28

Timings
1: Lohman Ford & Dawn Drive

2026 Build w Hotel Conference Mitigation
Timing Plan: PM

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 33.8	Intersection LOS: C
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

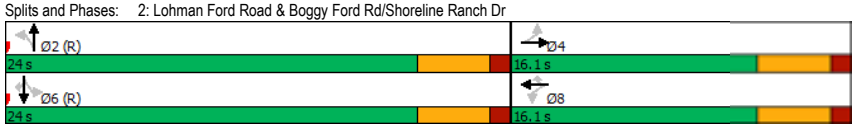
Splits and Phases: 1: Lohman Ford & Dawn Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	467	29	33	18	24	150	27	195	34	204	222	530
Future Volume (vph)	467	29	33	18	24	150	27	195	34	204	222	530
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981				0.850		0.982				0.850
Flt Protected	0.950	0.963			0.979			0.995			0.977	
Satd. Flow (prot)	1681	1668	0	0	1824	1538	0	1794	0	0	1778	1583
Flt Permitted	0.727	0.747			0.809			0.936			0.743	
Satd. Flow (perm)	1287	1294	0	0	1507	1538	0	1687	0	0	1352	1583
Satd. Flow (RTOR)		18				163		27				576
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
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%	9%	3%	2%	7%	2%	2%
Adj. Flow (vph)	508	32	36	20	26	163	29	212	37	222	241	576
Shared Lane Traffic (%)	43%											
Lane Group Flow (vph)	290	286	0	0	46	163	0	278	0	0	463	576
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	4	4		8	8	8	2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5
Total Split (s)	16.1	16.1		16.1	16.1	16.1	24.0	24.0		24.0	24.0	24.0
Total Split (%)	40.1%	40.1%		40.1%	40.1%	40.1%	59.9%	59.9%		59.9%	59.9%	59.9%
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)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)	11.1	11.1			11.1	11.1		20.0			20.0	20.0
Actuated g/C Ratio	0.28	0.28			0.28	0.28		0.50			0.50	0.50
v/c Ratio	0.81	0.77			0.11	0.30		0.33			0.69	0.53
Control Delay	35.7	30.2			11.3	4.4		7.0			15.7	2.9
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	35.7	30.2			11.3	4.4		7.0			15.7	2.9
LOS	D	C			B	A		A			B	A
Approach Delay		33.0			5.9			7.0			8.6	
Approach LOS		C			A			A			A	
Queue Length 50th (ft)	62	55			7	0		30			72	0
Queue Length 95th (ft)	#166	#158			24	29		64			#195	34
Internal Link Dist (ft)		148			424			364			233	
Turn Bay Length (ft)	200					100						135
Base Capacity (vph)	372	387			435	560		854			673	1077
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	0.78	0.74			0.11	0.29		0.33			0.69	0.53

Intersection Summary	
Cycle Length: 40.1	
Actuated Cycle Length: 40.1	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: Lohman Ford Road & Boggy Ford Rd/Shoreline Ranch Dr



Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	198	2	1	301	37	2	12	0	30	17	6
Future Vol, veh/h	9	198	2	1	301	37	2	12	0	30	17	6
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	6	2	2	2	2	2	17
Mvmt Flow	10	230	2	1	350	43	2	14	0	35	20	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	393	0	0	232	0	0	638	646	231	632	626	372
Stage 1	-	-	-	-	-	-	251	251	-	374	374	-
Stage 2	-	-	-	-	-	-	387	395	-	258	252	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.37
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.453
Pot Cap-1 Maneuver	1166	-	-	1336	-	-	389	390	808	393	401	642
Stage 1	-	-	-	-	-	-	753	699	-	647	618	-
Stage 2	-	-	-	-	-	-	637	605	-	747	698	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1166	-	-	1336	-	-	367	386	808	379	397	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	367	386	-	379	397	-
Stage 1	-	-	-	-	-	-	745	692	-	641	617	-
Stage 2	-	-	-	-	-	-	609	604	-	725	691	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	14.8	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	383	1166	-	-	1336	-	-	404
HCM Lane V/C Ratio	0.043	0.009	-	-	0.001	-	-	0.153
HCM Control Delay (s)	14.8	8.1	0	-	7.7	0	-	15.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	6	221	526	55	167	19
Future Vol, veh/h	6	221	526	55	167	19
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
Mvmt Flow	7	240	572	60	182	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	632	0	-	0	856	602
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	254	-
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	951	-	-	-	328	500
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	951	-	-	-	325	500
Mov Cap-2 Maneuver	-	-	-	-	325	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	788	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	30.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	951	-	-	-	337
HCM Lane V/C Ratio	0.007	-	-	-	0.6
HCM Control Delay (s)	8.8	0	-	-	30.5
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	3.7

APPENDIX E. Original TIA Report

TRAFFIC IMPACT ANALYSIS

19708 BOGGY FORD ROAD DEVELOPMENT

City of Lago Vista, Texas
GBA No. 15563.00



January 15, 2023

GBA
9601 Amberglen Boulevard, Ste. 109
Austin, Texas 78729
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Austin, TX 78729

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Project Purpose and Description

As requested, this traffic impact analysis (TIA) was prepared to analyze the potential impacts of the proposed 19708 Boggy Ford Road Development (Project) in Lago Vista, Texas. This report was produced in accordance with approved scope requirements and the guidelines for traffic impact analyses set forth in the City of Lago Vista, Texas Interim Growth Management Policy (Resolution 23-1996). The report includes an analysis of existing conditions, trip distribution and generation, analysis of future conditions, and analysis of potential mitigatory measures.

The Project site is located at 19708 Boggy Ford Road and is currently undeveloped. **Figure 1** shows the location of the development site, surrounding roadway network, and study intersections analyzed as a part of this traffic impact analysis.

The proposed development includes a 110-room hotel and a 3,800 square-foot restaurant. Access to the site is proposed to be provided from a single driveway located on Boggy Ford Road. The development is anticipated to be completed by the end of 2025. **Figure 2** shows the site plan for the Project.

1000' 0' 1000' 2000'

SCALE : 1 INCH = 1000 FEET

FIGURE 1

159

BOGGY FORD DEVELOPMENT
PROJECT LOCATION

PROJECT NUMBER
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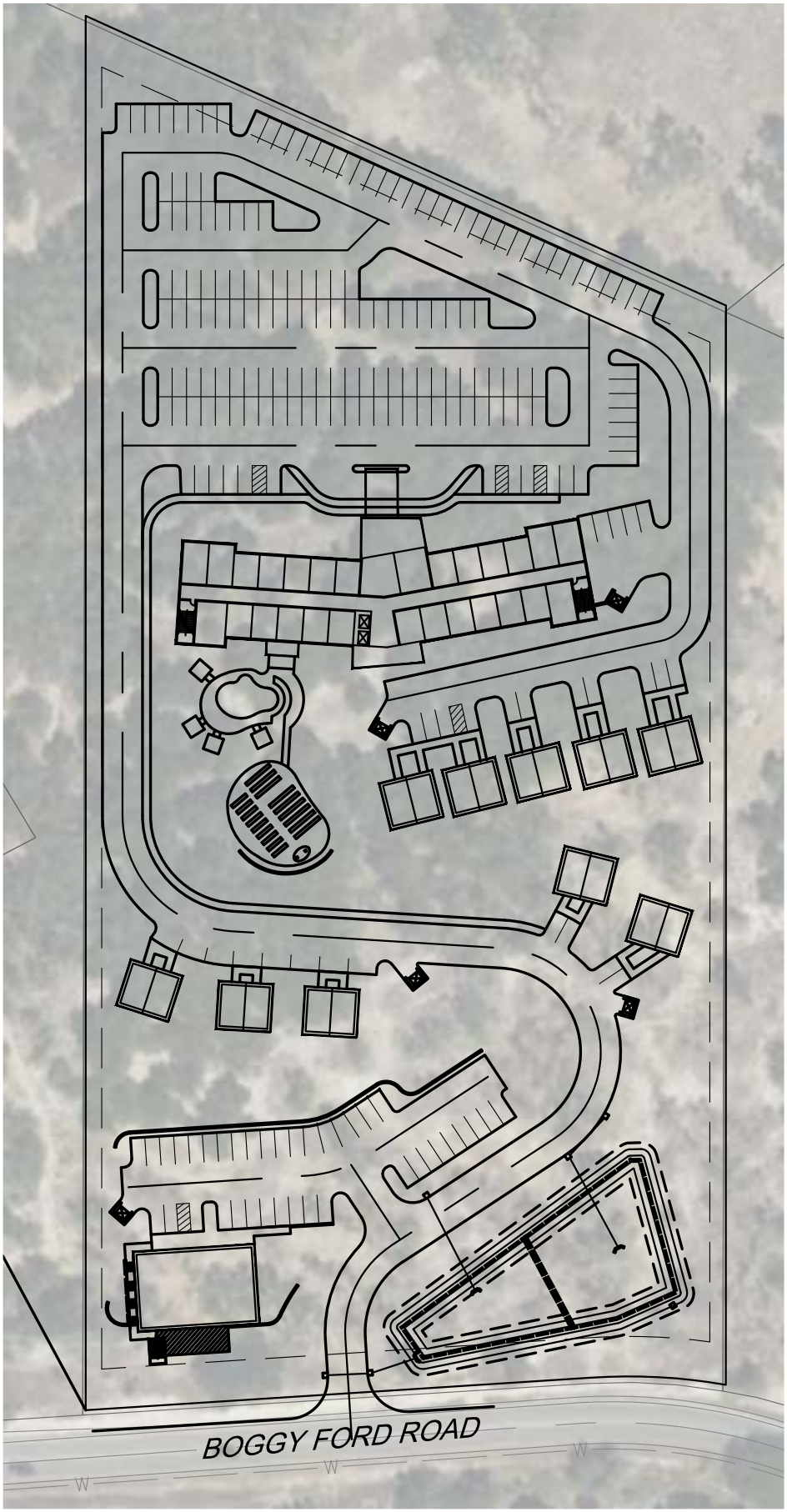

100' 0' 100' 200'

SCALE : 1 INCH = 100 FEET

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BOGGY FORD DEVELOPMENT
PROPOSED SITE PLAN

FIGURE 2

Project Study Area

Potential impacts on the surrounding roadway network were determined by analyzing the effect traffic from the proposed development would have on intersection operations during the A.M. and P.M. Peak Hours, when traffic volumes are typically highest.

As requested in consultation with the City of Lago Vista staff, three intersections were selected for analysis under existing and future traffic conditions. The intersections were selected as being the most likely to experience negative impacts associated with increased traffic from the proposed development, and are as follows:

1. Lohman Ford Road and Dawn Drive
2. Boggy Ford Road and Lohman Ford Road / Shoreline Ranch Drive
3. Boggy Ford Road and National Drive

Analysis Scenarios

The operations of the study intersections were evaluated during the weekday A.M. and P.M. Peak Hours for the following three scenarios:

1. Scenario 1 - Existing Conditions
    a. Existing volumes obtained from traffic counts collected on Wednesday, November 15, 2023.
2. Scenario 2 – No-Build Conditions (2025)
    a. Existing volumes plus traffic from growth for the year 2025, when the development is projected to be completed, plus background traffic from surrounding developments.
3. Scenario 3 - Build Conditions (2025)
    a. Scenario 2 (No-Build) volumes plus traffic generated by the proposed development.

Traffic Analysis Methods

Operational traffic analyses focus on intersections rather than roadway segments, due to capacity constraints typically experienced at intersections. The operational performance of a given roadway element is typically described with the term Level of Service (LOS). LOS is a qualitative description of operating conditions, ranging from LOS A (free-flow traffic conditions with little or no delay) to LOS F (oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). The LOS analysis methods outlined in the 6th Edition of the Highway Capacity Manual (HCM) were used in this study. The HCM methods for calculating LOS for signalized and unsignalized intersections are described below.

Signalized Intersections

Traffic operations at signalized intersections were evaluated using the LOS method described in Chapter 18 of the 6th Edition of the Highway Capacity Manual. The Synchro software package was used to model traffic conditions throughout the project study area. Synchro is a simulation tool that uses deterministic equations to evaluate operations at an intersection. A given signalized intersection's LOS is based on the weighted average control delay measured in seconds per vehicle. Control delay includes initial deceleration delay, queue move-up time (if multiple cycles are needed to clear the intersection), stopped delay, and final acceleration. **Table 1** summarizes the relationship between the control delay and LOS for signalized intersections.

Table 1 - Signalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay (seconds)
A	Operations with very low delay occurring with good traffic signal progression and/or short cycle lengths.	< 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation.	> 80.1

Source: *Highway Capacity Manual*, Transportation Research Board, 2016.

Unsignalized Intersections

In Chapters 19 and 20 of the Transportation Research Board's 2016 Highway Capacity Manual, the LOS for unsignalized intersections (two-way or all-way stop-controlled intersections) are also defined by the average control delay per vehicle. The total control delay incorporates delays associated with deceleration, acceleration, stopping, and moving up in the queue. For two-way stop-controlled intersections, delay is calculated for each stop-controlled movement and for the uncontrolled left-turn movements, if any, from the free-flow roadway.

The delay and LOS for the intersection as a whole and for the worst approach are reported for two-way stop-controlled intersections. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections.

Table 2 - Unsignalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay.	≤ 10.0
B	Short traffic delays.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2016.

Existing Conditions

This section describes the existing conditions of the roadway network near the project site. It also presents existing traffic volumes and operations for the study intersections with the results of level of service calculations.

Existing Roadway Network

Regional vehicular access to the proposed development area is likely to be provided by FM 1431, while local access is provided by Lohman Ford Road, Boggy Ford Road, Dawn Drive and National Drive. The roadways are described as follows.

FM 1431 is a four-lane principal arterial undivided in most places with two-way left-turn lanes on some stretches that serves as the main thoroughfare through Lago Vista.

Lohman Ford Road serves as a principle arterial undivided through Lago Vista, providing access to FM 1431 from the residential areas. It is currently four lanes wide north of Dawn Drive and two lanes wide south of Dawn Drive. A location approximately 1000 ft south of the intersection with Travis Drive serves as a dividing point for the posted speed. North of the previously described location, the posted speed is 40 miles per hour (mph), while the posted speed is 50 mph to the south.

Boggy Ford Road is a two-lane minor arterial undivided and collector that connects residences to Lohman Ford Road. Boggy Ford Road has a posted speed limit of 40 mph.

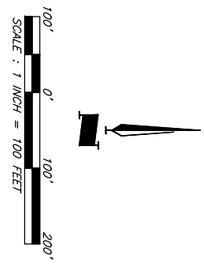
Dawn Drive is a four-lane collector to the west of Lohman Ford Road and a two-lane local street to the east. This roadway provides access to Lago Vista Elementary School, City Hall, the public library, the police department, as well as residential areas. Dawn Drive has a posted speed limit of 30 mph.

National Drive is a north-south two-way local roadway that connects Boggy Ford Road to residences of Lake Travis. The posted speed limit is 30 mph.

Figures 3 and 4 show the existing roadway dimensions at the study intersections.



GBA	PROJECT NUMBER 15563.00 DATE 1/15/2024	BOGGY FORD DEVELOPMENT STUDY INTERSECTION DIMENSIONS	FIGURE 3







GBA	PROJECT NUMBER 15563.00 DATE 1/15/2024	BOGGY FORD DEVELOPMENT STUDY INTERSECTION DIMENSIONS	FIGURE 4

Existing Intersection Volumes and Lane Configurations

Existing traffic counts were conducted at the three study intersections on Wednesday, November 15 from 7:00 to 9:00 A.M. and 2:00 to 7:00 P.M., while area schools were in session. Full traffic count data can be found in **Appendix B**. Due to the spacing between each study intersection being greater than one mile, the peak hour for each individual intersection was conservatively analyzed, as opposed to applying a uniform peak hour across all three study intersections. The resulting peak hours for the intersections were as follows:

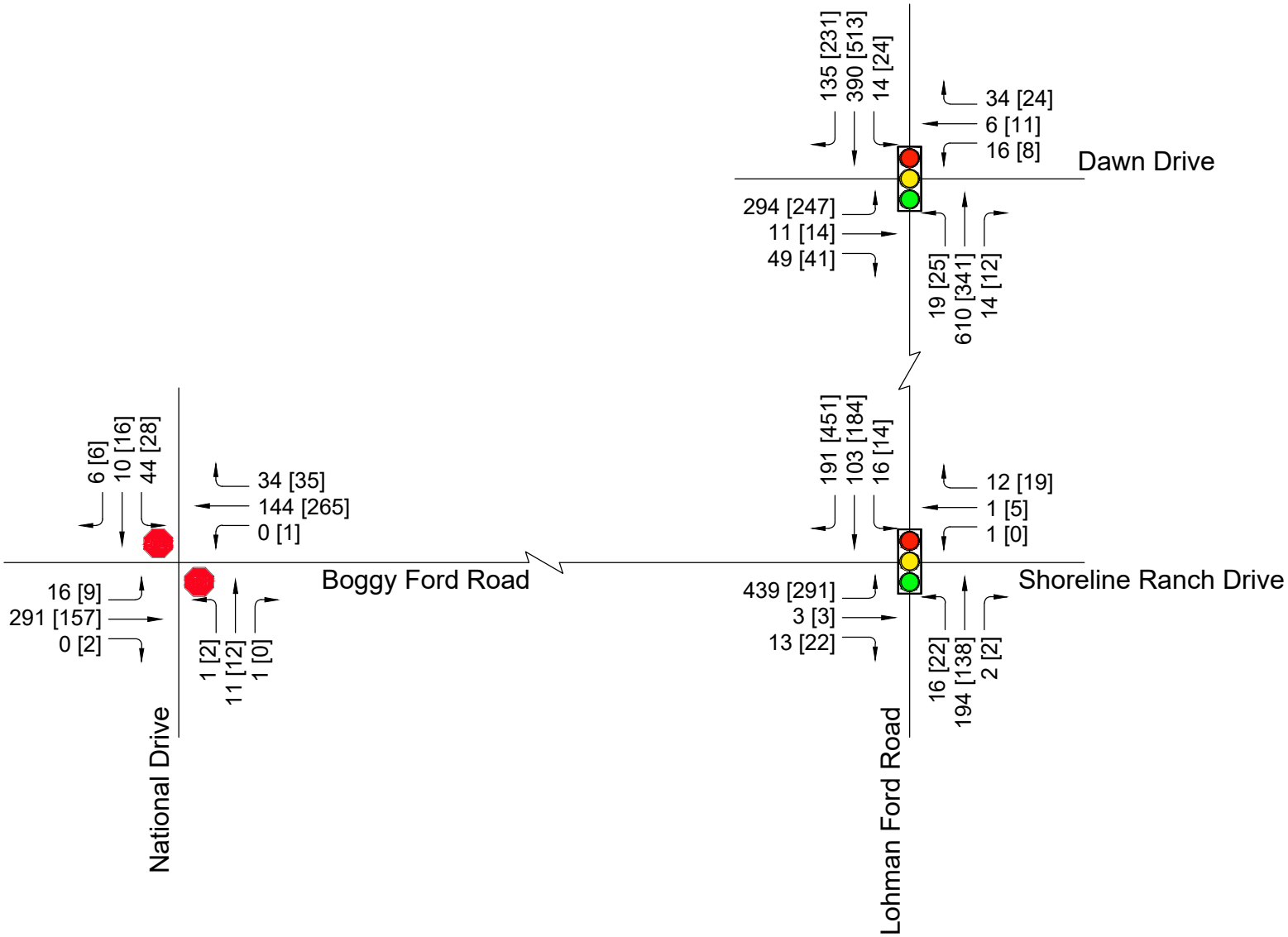
1. Lohman Ford Road / Dawn Drive
   - A.M. Peak Hour: 7:30 A.M. – 8:30 A.M.
   - P.M. Peak Hour: 3:00 P.M. – 4:00 P.M.
2. Boggy Ford Road / Lohman Ford Road
   - A.M. Peak Hour: 7:15 A.M. – 8:15 A.M.
   - P.M. Peak Hour: 4:00 P.M. – 5:00 P.M.
3. Boggy Ford Road / National Drive
   - A.M. Peak Hour: 7:30 A.M. – 8:30 A.M.
   - P.M. Peak Hour: 4:00 P.M. – 5:00 P.M.

Existing lane configurations were obtained through field observations. Existing signal timings were estimated by observing phasing patterns and cycle lengths, then optimizing individual phase timings within the total signal cycle length utilizing the tools provided in the Synchro analysis software. The peak hour volumes are presented in **Figure 5** with the existing lane configurations. Existing intersection lane configurations, signal timings, and turning movement counts were used to calculate the levels of service (LOS) for each of the three study intersections during the A.M. and P.M. Peak Hours.

Existing Intersection Levels of Service

The results of the LOS analysis for existing traffic conditions for A.M Peak Hour and P.M. Peak Hour are presented in **Figures 6 and 7**, respectively. Field observations conducted during the intersection peak hours were used to validate the results of the A.M. and P.M. Peak Hour Synchro analysis. **Appendix C** contains the full report sheets for each analyzed intersection.

The results of the LOS analysis under existing conditions indicate that all three of the study intersections currently operate at an overall acceptable level of service.



LEGEND

20 [30]

PM Peak Hour Traffic Volume (vph)

AM Peak Hour Traffic Volume (vph)

Vehicle Movement

Signalized Intersection

Stop Controlled Intersection

GBA

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N.T.S.

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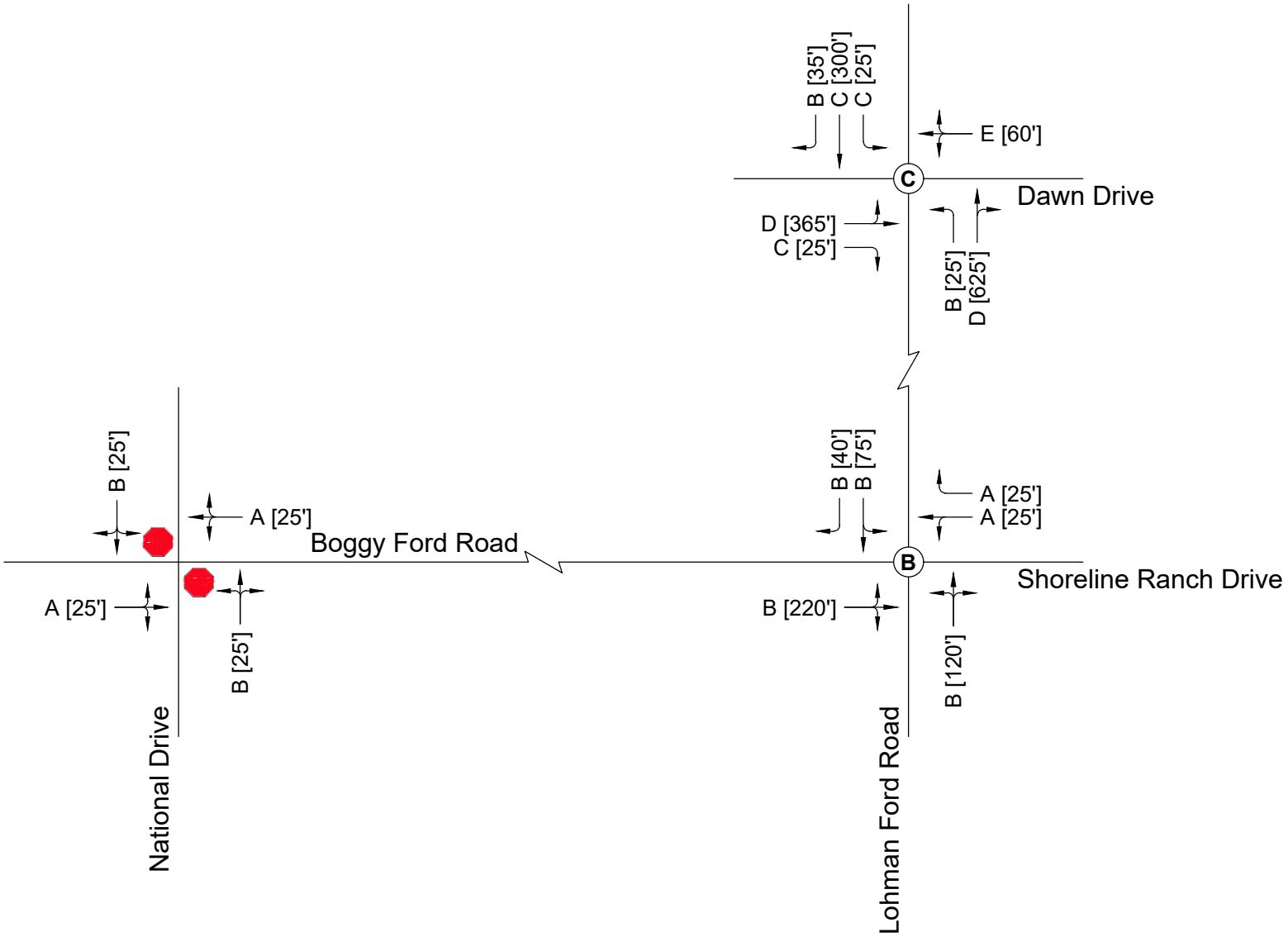
BOGGY FORD DEVELOPMENT
EXISTING TRAFFIC VOLUMES

FIGURE 5



LEGEND

A [100']

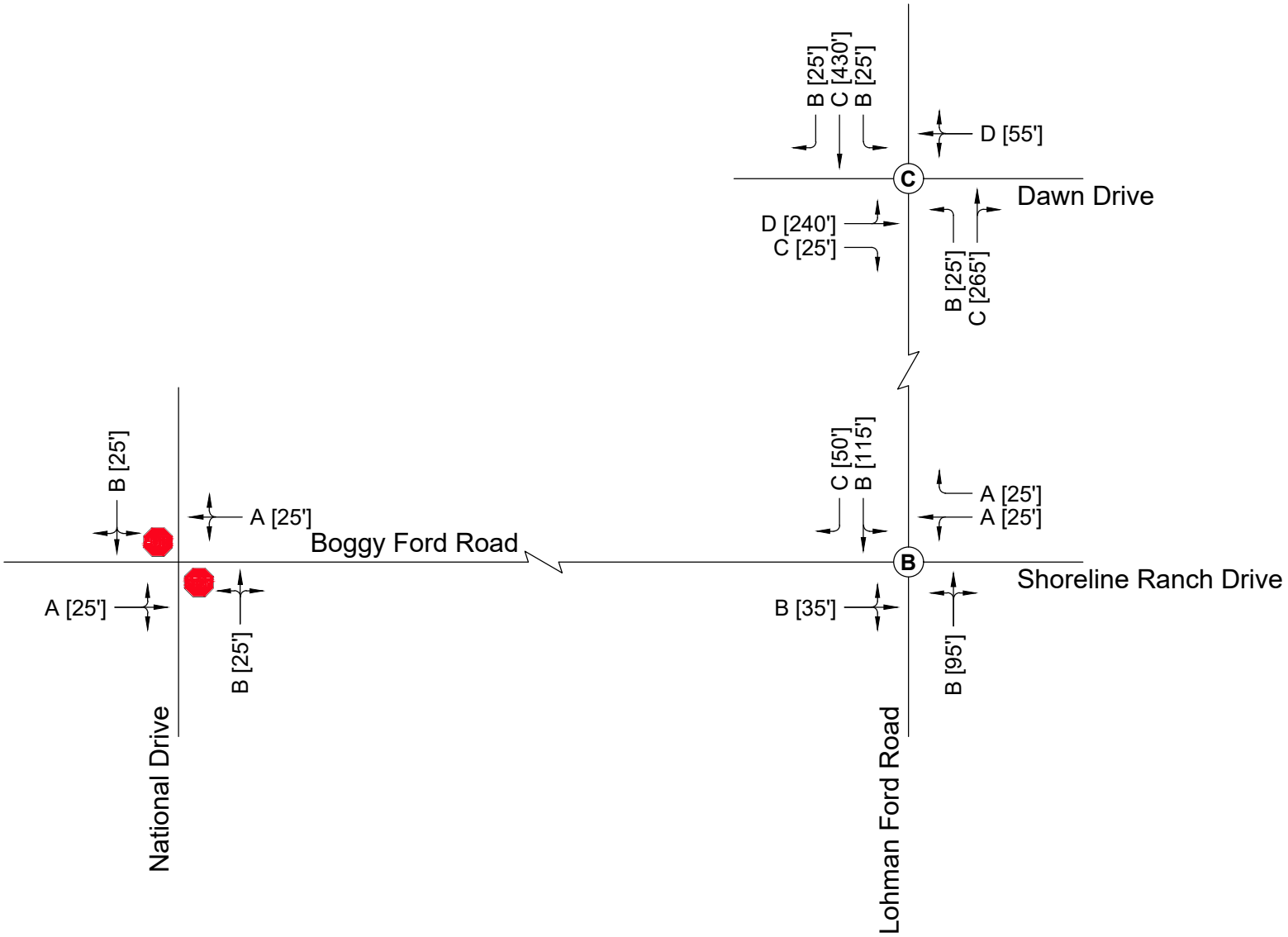
95th Percentile Queue (ft.)

Movement Level of Service

A — Signalized Intersection Overall Level of Service

Stop Sign Control

GBA	N.T.S.	PROJECT NUMBER #15563.00 DATE 1/15/2024	BOGGY FORD DEVELOPMENT EXISTING SCENARIO A.M. PEAK HOUR LEVELS OF SERVICE	FIGURE 6



LEGEND

A [100']

95th Percentile Queue (ft.)

Movement Level of Service

(A) Signalized Intersection Overall Level of Service

Stop Sign Control

GBA	N.T.S.	PROJECT NUMBER #15563.00 DATE 1/15/2024	BOGGY FORD DEVELOPMENT EXISTING SCENARIO P.M. PEAK HOUR LEVELS OF SERVICE	FIGURE 7

Project Transportation Characteristics

This section presents the methods utilized to estimate the amount of traffic generated by the proposed development and how it will be distributed to the surrounding roadway network. The amount of traffic added to the roadway system is estimated using a three-step process:

1. Trip Generation
2. Trip Distribution
3. Trip Assignment

Trip generation estimates the amount of traffic created by the proposed development. Trip distribution estimates the directions of travel to and from the proposed development site. The new trips are then assigned to specific roadway segments and intersection turning movements during the trip assignment. The results of the process are described in the following sections.

Trip Generation Methodology

The purpose of the vehicular trip generation estimate is to approximate the number of new vehicle trips entering and exiting the site for various purposes (e.g., resident, employee, and visitor trips) during a selected time interval. Trip generation rates for the proposed project were calculated using the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. ITE Land Use Codes 310 – Hotel, and 932 – High-Turnover (Sit-Down) Restaurant, were used to calculate trip generation rates for the proposed 110-room hotel and a 3,800 square foot restaurant, respectively.

Proposed Trip Generation

Table 3 summarizes the estimated trip generation for the proposed project for a typical weekday. As shown, the proposed development is estimated to generate 84 A.M. Peak Hour trips, 88 P.M. Peak Hour trips, and 1,176 daily trips.

Table 3 - Proposed Trip Generation

ITE Land Use Code	ITE Land Use Description	Units	Daily Trips	Weekday A.M. Peak			Weekday P.M. Peak		
				In	Out	Total	In	Out	Total
310[1]	Hotel	110 Rooms	769	27	21	48	27	27	54
932[2]	High-Turnover (Sit-Down) Restaurant	3,800 Square Feet GFA	407	20	16	36	21	13	34
Project Total			**1,176**	**47**	**37**	**84**	**48**	**40**	**88**

Notes:

1. ITE Trip Generation (11th Edition) land use category 310 – Hotel (Adj Streets, 7-9A, 4-6P):
   Daily: T = 10.84*(X) – 423.51
   A.M. Peak Hour: T = 0.50*(X) - 7.45 (56% in, 44% out)
   P.M. Peak Hour: T = .74*(X) – 27.89 (51% in, 49% out)
2. ITE Trip Generation (11th Edition) land use category 932 – High-Turnover (Sit-Down) Restaurant (Adj Streets, 7-9A, 4-6P):
   Daily: T = 107.20*(X)
   A.M. Peak Hour: T = 9.57*(X) (55% in, 45% out)
   P.M. Peak Hour: T = 9.05*(X) (61% in, 39% out)

Source: ITE *Trip Generation (11th Edition)*. GBA, 2023.

Trip Distribution

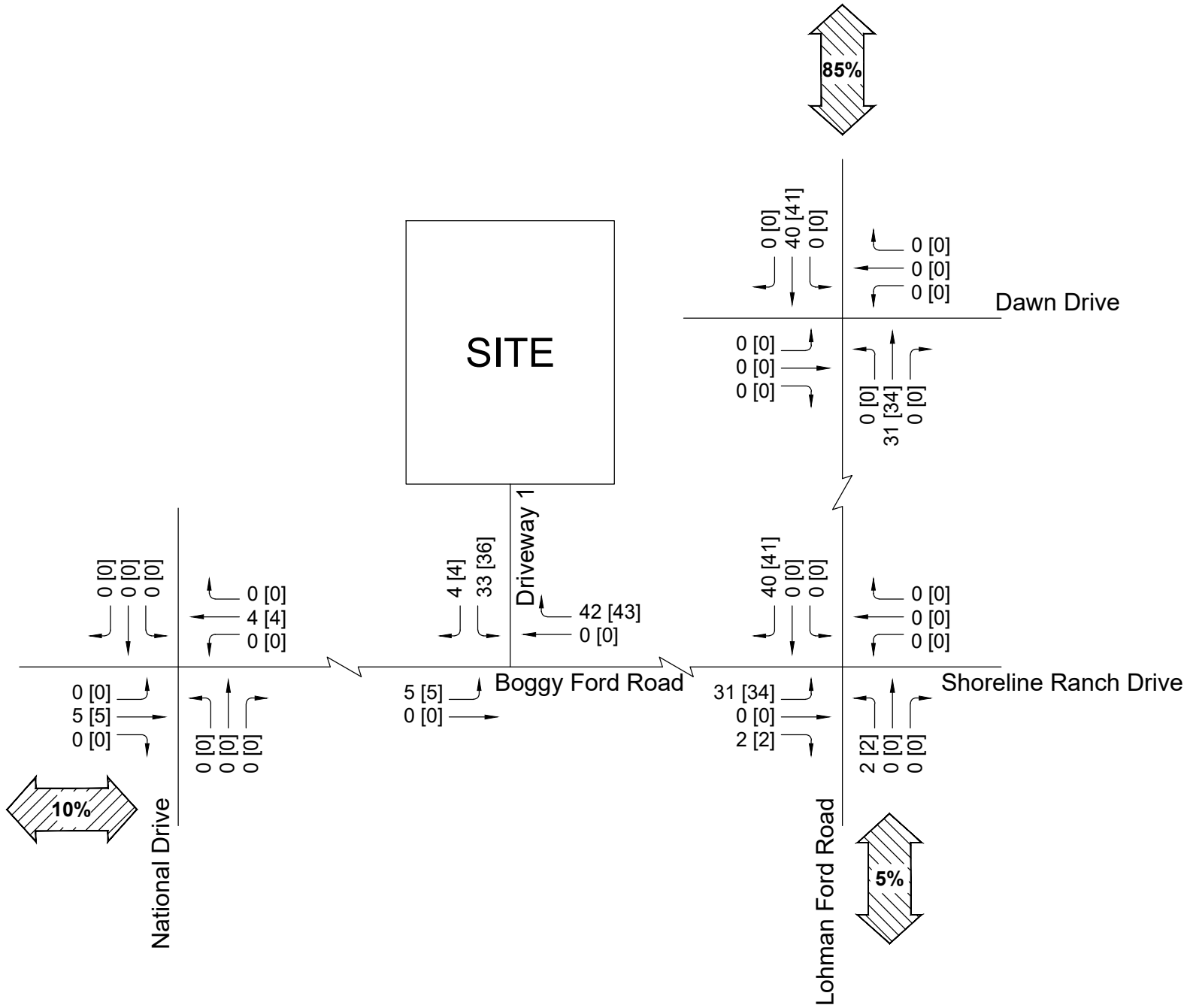
Trip distribution is defined as the directions of approach and departure that vehicles would use to arrive at and depart from the site. The directions of approach and departure trips were based on the surrounding roadway network and the location of nearby population centers. Most of the existing and proposed traffic enters the project area via FM 1431 to the north. The general directions of approach and departure for the A.M. and P.M. Peak Hours, based on surrounding land uses and additional engineering judgment, are summarized below in **Table 4**.

Table 4 - Proposed Trip Distribution

Location	Trip Distribution	
	Entry	Exit
Lohman Ford Road (North)	85%	85%
Lohman Ford Road (South)	5%	5%
Boggy Ford Road (West)	10%	10%

Trip Assignment

The proposed development trips, as shown in Table 3, were assigned to the roadway network based on the proposed trip distribution shown in Table 4. Trip distribution and trip assignment for the proposed development may be seen in **Figure 8.**



LEGEND

20 [30]

P.M. Peak Hour Traffic Volume (vph)

A.M. Peak Hour Traffic Volume (vph)

Vehicle Movement

GBA

N

N.T.S.

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BOGGY FORD DEVELOPMENT
PROPOSED SITE VOLUMES AND TRIP DISTRIBUTION

FIGURE 8

Future Intersection Conditions

This section presents the results of the level of service calculations under the No-Build and Build scenarios. The No-Build scenario is defined as the conditions prior to completion and occupancy of the proposed development. The Build scenario is defined as the No-Build scenario plus new traffic generated by the proposed development, as shown previously in Figure 7.

No-Build Intersection Volumes

Projections of added traffic for No-Build Conditions were based on approved and unoccupied development projects in the vicinity of the Project, as well as typical growth rates. Two background projects were included in this report, Shoreline Ranch and Nature's Point. The locations of these projects are shown in **Figure 9.**

Shoreline Ranch is a planned development with 697 single-family residences located on the east side of Lohman Ford Road between Dawn Drive and Shoreline Ranch Drive. Primary access will be provided from a new drive on Lohman Ford Road north of Boggy Ford Road/Shoreline Ranch Drive. Based on trip generation estimates, the development is projected to generate 436 A.M. Peak Hour trips and 616 P.M. Peak Hour trips.

Nature's Point is a planned development that includes a 6,000 square foot quality restaurant, an 8,000 square foot shopping center, a 150-room resort hotel, and 50 multi-family dwelling units. The project is proposed to be located on the east side of Lohman Ford Road, southeast of Boggy Ford Road / Shoreline Ranch Drive. The primary access point will on Shoreline Ranch Drive via Lakeshore Boulevard. Based on the provided data, the development is projected to generate 54 A.M. Peak Hour trips and 143 P.M. Peak Hour trips.

Projected traffic growth for surrounding roadways was determined by using Texas Department of Transportation (TxDOT) roadway counts. Based on previous growth rates, a 2% annual increase per year was applied to all roadways within the study area in addition to the traffic generated by the listed projects above. The resulting No-Build scenario traffic volumes are shown in **Figure 10**.

Build Intersection Volumes

Net new site trips from the proposed project as presented in Figure 5 were added to the No-Build Conditions volumes in Figure 9 to develop the traffic volumes for Build Conditions. The resulting volumes are shown in **Figure 11**.

FIGURE 9

BOGGY FORD DEVELOPMENT
BACKGROUND PROJECT LOCATIONS

PROJECT NUMBER
15563.00

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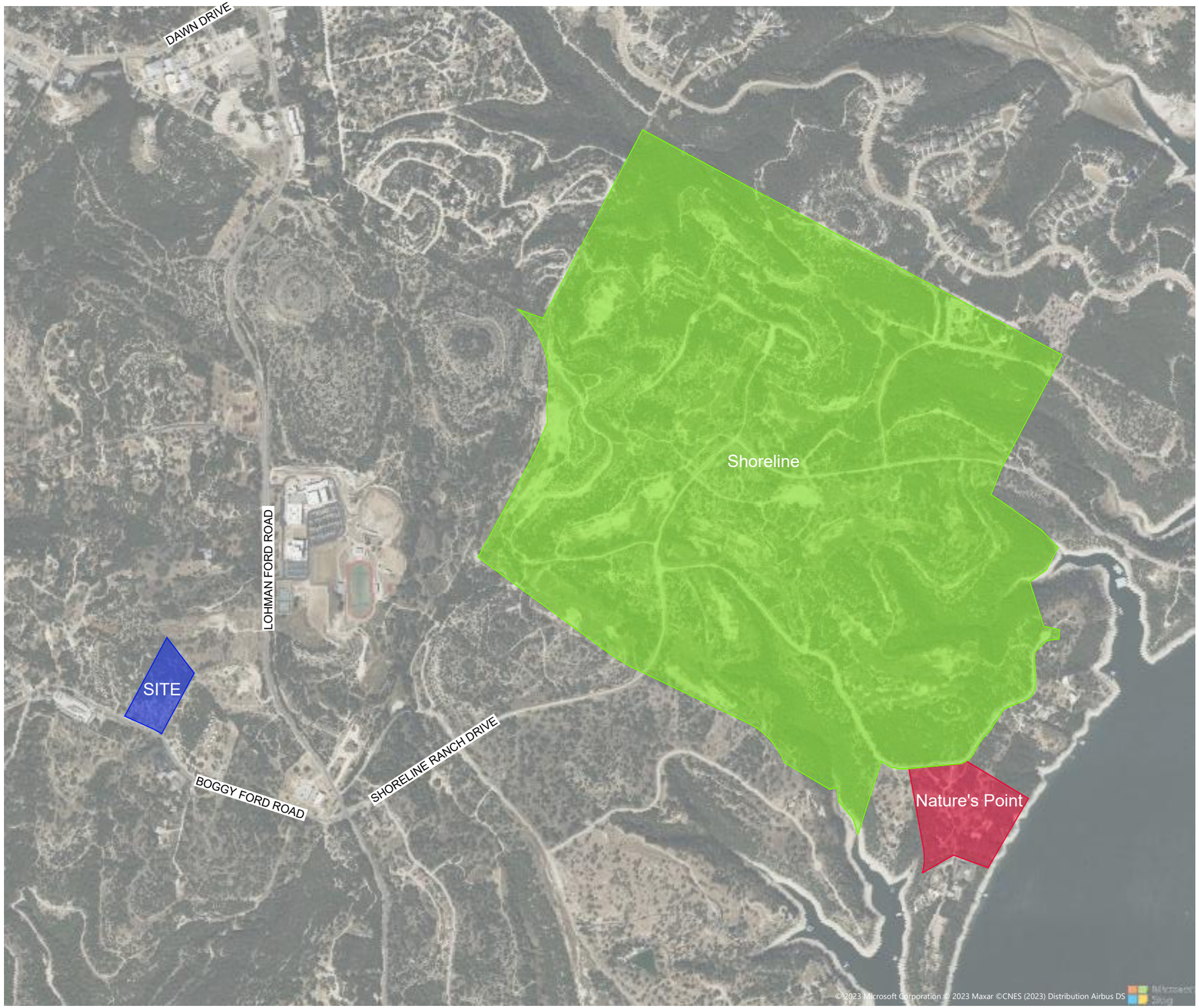
1/15/2024

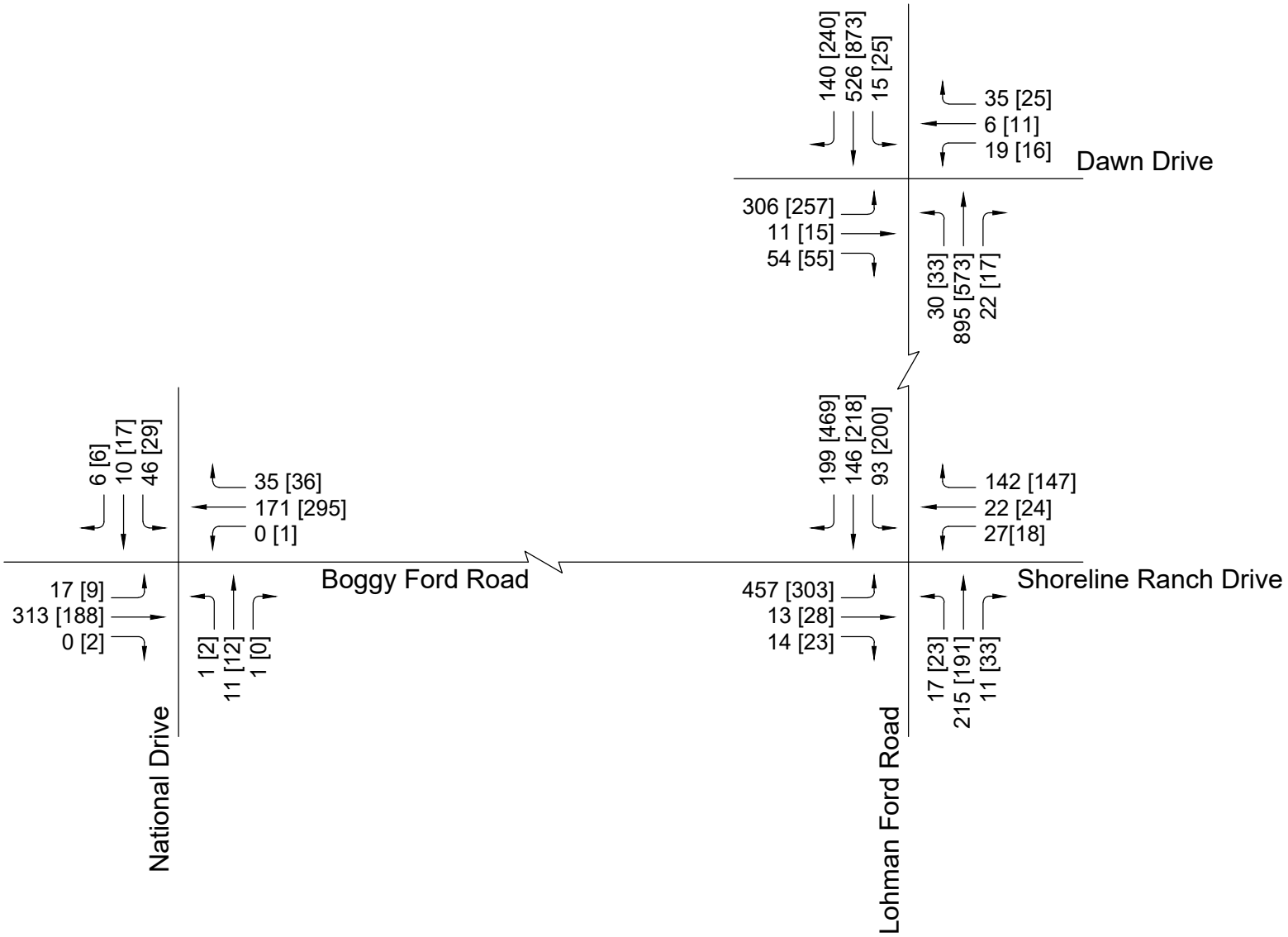
GBA



Shoreline
Single Family Detached Housing - 697 Units

Nature's Point
Multifamily Housing - 50 Dwelling Units
Resort Hotel - 150 Rooms
Shopping Center - 8,000 SF
Quality Restaurant - 6,000 SF

1000' 0' 1000' 2000'
SCALE : 1 INCH = 1000 FEET



LEGEND

20 [30]

P.M. Peak Hour Traffic Volume (vph)

A.M. Peak Hour Traffic Volume (vph)

Vehicle Movement

GBA

N

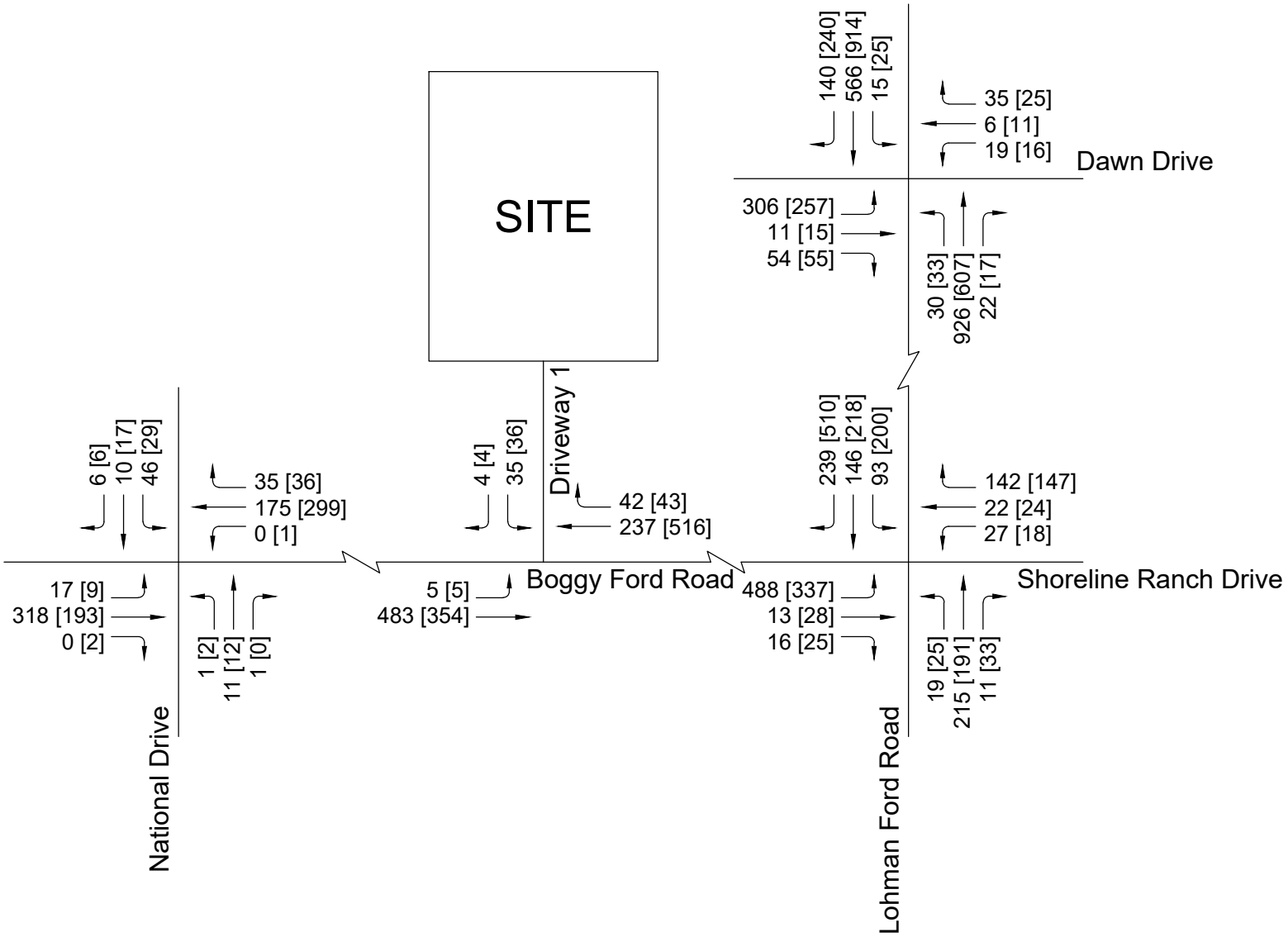
N.T.S.

PROJECT NUMBER
15563.00

DATE
1/15/2024

BOGGY FORD DEVELOPMENT
PROPOSED NO-BUILD SCENARIO
TRAFFIC VOLUMES

FIGURE 10



LEGEND

20 [30]

P.M. Peak Hour Traffic Volume (vph)

A.M. Peak Hour Traffic Volume (vph)

Vehicle Movement

GBA

N

N.T.S.

PROJECT NUMBER
15563.00

DATE
1/15/2024

BOGGY FORD DEVELOPMENT
PROPOSED BUILD SCENARIO
TRAFFIC VOLUMES

FIGURE 11

No-Build and Build Intersection Levels of Service

Figures 12, 13, 14 and 15 as well as **Tables 5 and 6** present the results for the study intersections under No-Build and Build scenarios, as well as the results by movement for all study intersections and scenarios analyzed for the A.M and P.M. Peak Hours. In addition to increased traffic at each intersection from the proposed development, background projects, and estimated traffic growth, signal timings were optimized with the same cycle length in each scenario. **Appendix C** contains the corresponding Synchro output reports generated for each scenario analyzed.

Intersection and Roadway Impacts

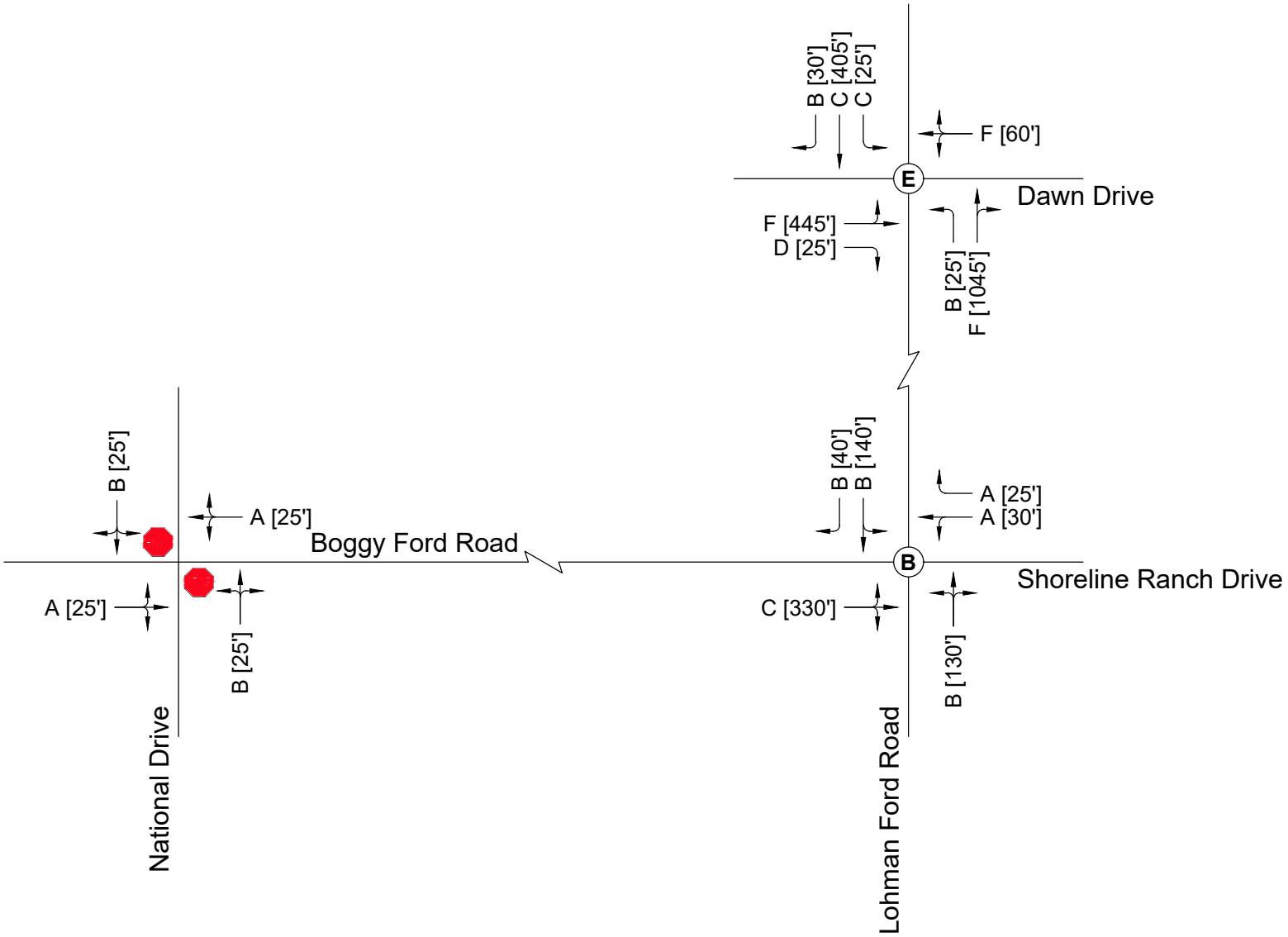
Analysis of the No-Build scenario shows that the intersection of Lohman Ford Road and Dawn Drive worsens to an LOS E during both the A.M. and P.M. Peak Hours. Additionally, the intersection of Lohman Ford Road and Boggy Ford Road / Shoreline Ranch Drive worsens to an LOS D during the P.M. Peak Hour. Conversely, the increased traffic is expected to have negligible impacts on the intersection of National Drive and Boggy Ford Road.

Analysis of the Build scenario shows that the intersection of Lohman Ford Road and Dawn Drive worsens to LOS F during the A.M. Peak Hour with increased traffic from the proposed development. However, it is worth noting that although a change in LOS does occur, the overall intersection delay is only estimated to increase by 6.9 seconds. Alternatively, the intersection is expected to maintain LOS E during the P.M. Peak Hour. At the intersection of National Drive and Boggy Ford Road, only the southbound movements are affected, changing from LOS B to LOS C with increased site traffic.

Generally, while overall intersection levels of service remain acceptable, individual movements do experience LOS F under both A.M. and P.M. Peak Hour volumes in both the No-Build and Build scenarios. These movements are as follows:

1. Lohman Ford Road / Dawn Drive
    a. A.M. Peak Hour
        i. Eastbound Left-Turn
        ii. Westbound Left-Turn
        iii. Northbound Right-Turn
    b. P.M. Peak Hour
        i. Eastbound Left-Turn
        ii. Westbound Left-Turn (Build Scenario ONLY)
        iii. Southbound Through
2. Lohman Ford Road and Boggy Ford Road / Shoreline Ranch Drive
    a. P.M. Peak Hour
        i. Southbound Left-Turn

As shown, the major negative impacts to study intersections are not attributable to traffic created by the proposed development.



LEGEND

A [100']

95th Percentile Queue (ft.)

Movement Level of Service

(A) Signalized Intersection Overall Level of Service

Stop Sign Control

GBA

N

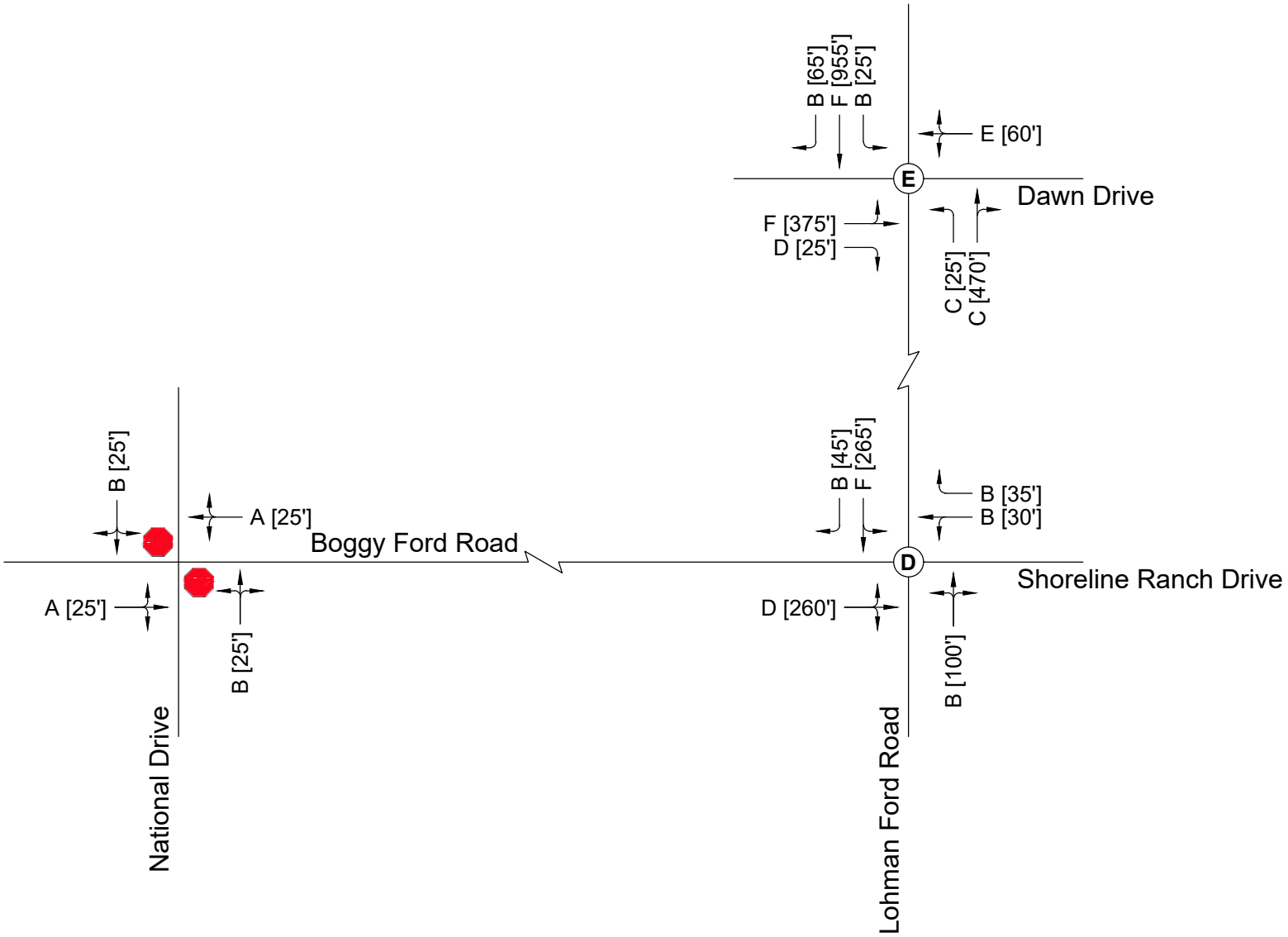
N.T.S.

PROJECT NUMBER
#15563.00

DATE
1/15/2024

BOGGY FORD DEVELOPMENT
NO-BUILD SCENARIO
A.M. PEAK HOUR
LEVELS OF SERVICE

FIGURE 12



LEGEND

A [100']

95th Percentile Queue (ft.)

Movement Level of Service

(A) Signalized Intersection Overall Level of Service

Stop Sign Control

GBA

N

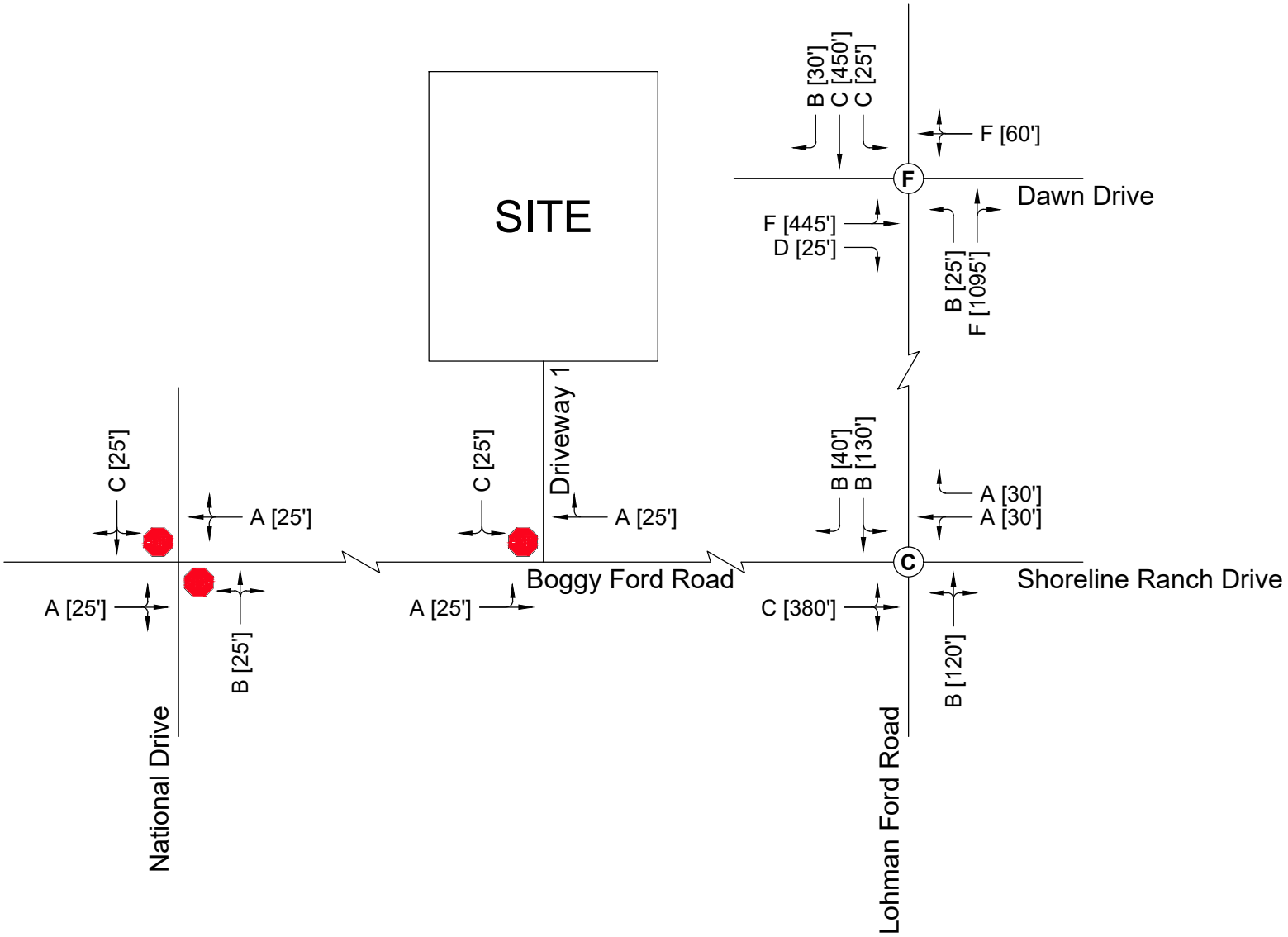
N.T.S.

PROJECT NUMBER
#15563.00

DATE
1/15/2024

BOGGY FORD DEVELOPMENT
NO-BUILD SCENARIO
P.M. PEAK HOUR
LEVELS OF SERVICE

FIGURE 13



LEGEND

A [100']

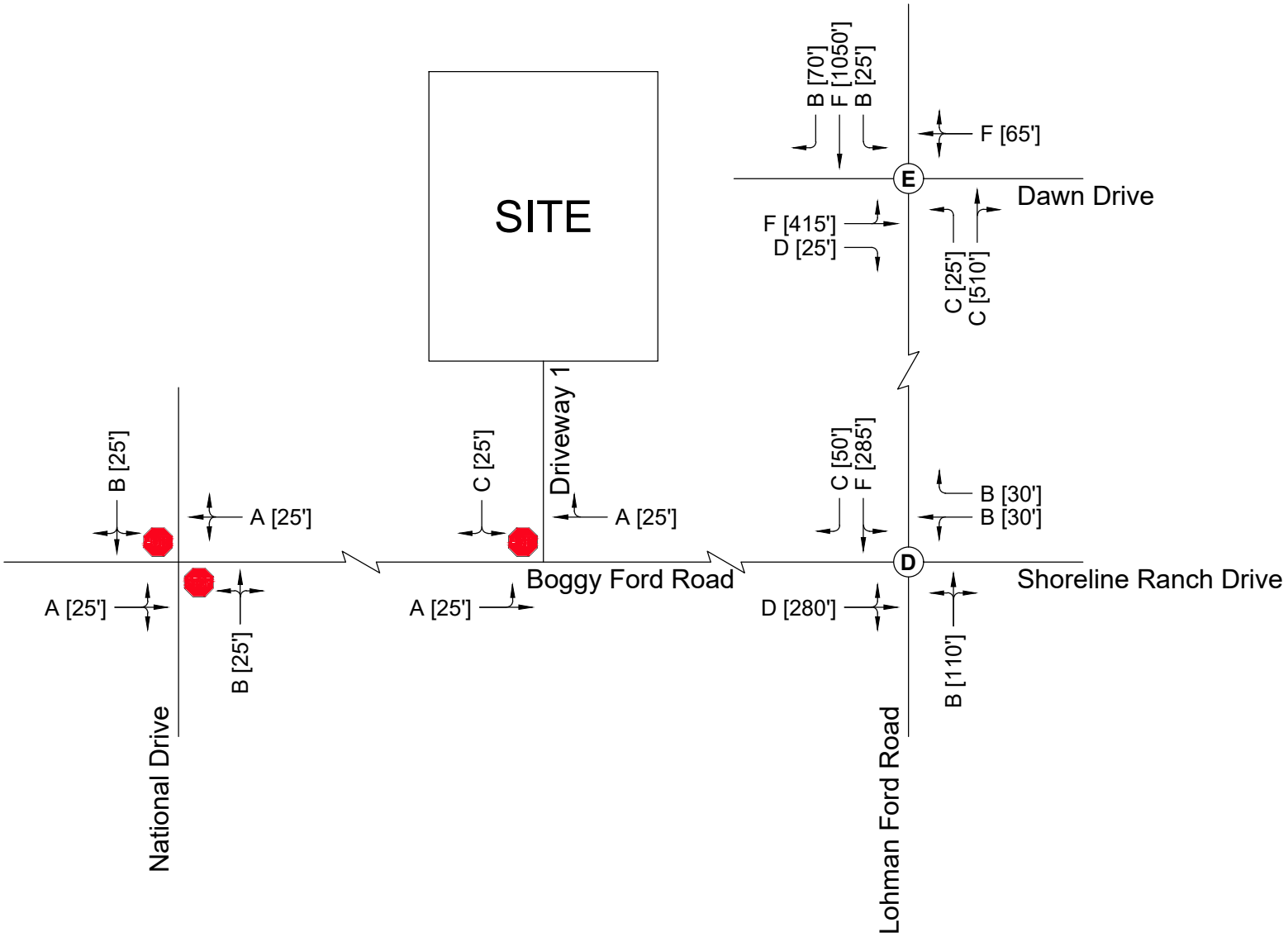
95th Percentile Queue (ft.)

Movement Level of Service

(A) Signalized Intersection Overall Level of Service

Stop Sign Control

GBA	N.T.S.	PROJECT NUMBER #15563.00 DATE 1/15/2024	BOGGY FORD DEVELOPMENT BUILD SCENARIO A.M. PEAK HOUR LEVELS OF SERVICE	FIGURE 14



LEGEND

A [100']
- 95th Percentile Queue (ft.)
- Movement Level of Service

(A) Signalized Intersection Overall Level of Service

Stop Sign Control

GBA

N

N.T.S.

PROJECT NUMBER
#15563.00

DATE
1/15/2024

BOGGY FORD DEVELOPMENT
BUILD SCENARIO
P.M. PEAK HOUR
LEVELS OF SERVICE

FIGURE 15

Recommendations And Mitigation Summary

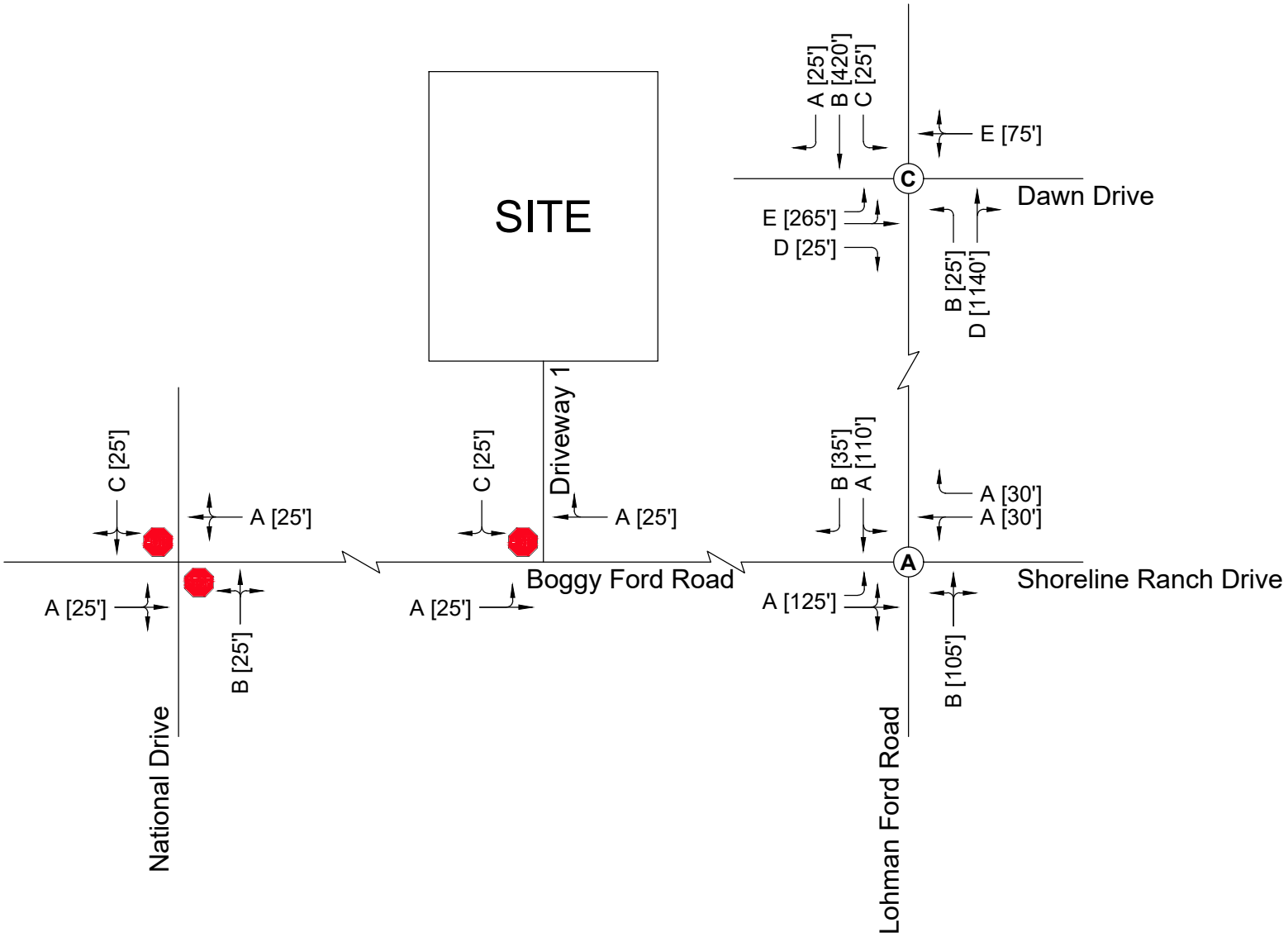
As a result of undesirable levels of service due to increased traffic, recommended mitigations are required per the City of Lago Vista Traffic Impact Assessment Guidelines. In addition to optimizing signal timings for new traffic distributions, the following geometric mitigations are recommended to provide acceptable levels of service at the three study intersections.

1. Lohman Ford Road / Dawn Drive
    a. Construct exclusive eastbound left-turn lane with 275' storage length.
    b. Construct second receiving lane on the northern leg for eastbound left-turns.
    c. Channelize the westbound right-turn movements.
2. Lohman Ford Road and Boggy Ford Road / Shoreline Ranch Drive
    a. Construct exclusive eastbound left-turn lane with 150' storage length.
    b. Construct second receiving lane on northern leg for eastbound left-turns.
3. National Drive and Boggy Ford Road
    a. No Improvements Recommended

Estimated levels of service for all study intersections with the above recommended mitigations may be seen in **Figures 16 and 17**. The recommended mitigations follow, but do not exceed, the recommendations provided as part of both the 2030 City of Lago Vista Comprehensive Plan and the 2009 City of Lago Vista Transportation Plan Evaluation Final Report, which recommends the following improvements within the study area:

1. Lohman Ford Road (North of Boggy Ford Road)
    a. Widen to 4 lane undivided roadway (2030 Comprehensive Plan)
    b. Widen to 6 lane divided roadway (2009 Transportation Plan)
2. Boggy Ford Road (Lohman Ford Road to Highland Lake Drive)
    a. Widen to 4 lane divided roadway (2009 Transportation Plan)
3. Lohman Ford Road and Dawn Drive
    a. Provide dual eastbound left turn lanes.
    b. Provide single westbound left turn lane.
4. Lohman Ford Road and Boggy Ford Road / Shoreline Ranch Drive
    a. Provide one northbound left turn lane and one through/right lane.
    b. Provide exclusive southbound left turn, through, and right turn lanes.
    c. Provide dual eastbound left turn lanes, and one shared through/right lane.

It is recommended that the City of Lago Vista follow the guidance as provided in both the 2030 Comprehensive Plan and 2009 Transportation Plan for the site study area. The improvements recommended as part of the study will satisfy the needs from the proposed development, as well as allow for further development not analyzed as part of this report.



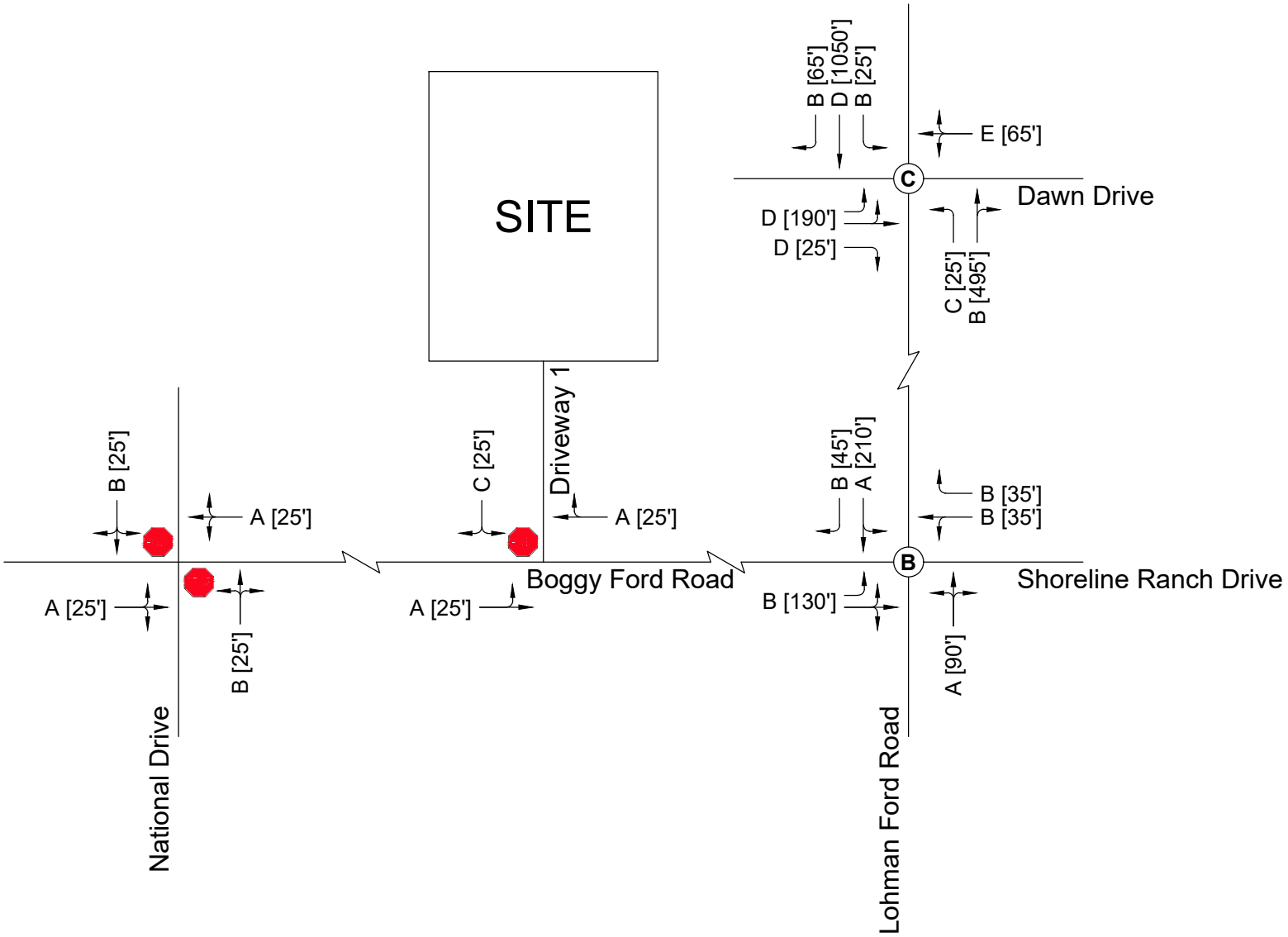
LEGEND

A [100']
95th Percentile Queue (ft.)
Movement Level of Service

A Signalized Intersection
Overall Level of Service

Stop Sign Control

GBA	N N.T.S.	PROJECT NUMBER #15563.00 DATE 1/15/2024	BOGGY FORD DEVELOPMENT MITIGATED SCENARIO A.M. PEAK HOUR LEVELS OF SERVICE	FIGURE 16



LEGEND

A [100']
- 95th Percentile Queue (ft.)
- Movement Level of Service

(A) Signalized Intersection Overall Level of Service

Stop Sign Control

GBA	N.T.S.	PROJECT NUMBER #15563.00 DATE 1/15/2024	BOGGY FORD DEVELOPMENT MITIGATED SCENARIO P.M. PEAK HOUR LEVELS OF SERVICE	FIGURE 17

Table 5 - A.M. Peak Hour Intersection Analyses

INTERSECTION	MOVEMENT	EXISTING A.M. PEAK HOUR					NO-BUILD SCENARIO A.M. PEAK HOUR					BUILD SCENARIO A.M. PEAK HOUR					MITIGATED BUILD SCENARIO A.M. PEAK HOUR				
		95% QUEUE (ft)	TURN BAY LENGTH (ft)	V/C RATIO	DELAY (s)	LOS	95% QUEUE (ft)	TURN BAY LENGTH (ft)	V/C RATIO	DELAY (s)	LOS	95% QUEUE (ft)	TURN BAY LENGTH (ft)	V/C RATIO	DELAY (s)	LOS	95% QUEUE (ft)	TURN BAY LENGTH (ft)	V/C RATIO	DELAY (s)	LOS
1. LOHMAN FORD ROAD & DAWN DRIVE	**EBL/T**	365		0.89	50.2	D	443		1.12	128.5	**F**	443		1.12	128.5	**F**	265	275	0.84	61.0	E
	EBR	0		0.16	28.1	C	0		0.22	35.2	D	0		0.22	35.2	D	0		0.33	48.7	D
	WBL/T/R	56		0.74	61.2	E	59		0.80	80.4	**F**	59		0.80	80.4	**F**	75		0.52	64.3	E
	NBL	17	105	0.07	15.5	B	21	105	0.12	15.4	B	21	105	0.13	16.3	B	19	105	0.09	10.8	B
	NBT/R	622		0.92	36.2	D	1045		1.16	109.5	**F**	1094		1.20	125.3	**F**	1136		0.97	39.3	D
	SBL	14	190	0.10	20.5	C	13	190	0.17	25.2	C	13	190	0.17	25.2	C	12	190	0.15	28.1	C
	SBT/R	300		0.58	20.3	C	403		0.68	21.6	C	449		0.73	23.3	C	418		0.58	14.5	B
		31		0.24	16.6	B	29		0.21	14.8	B	29		0.21	14.8	B	24		0.17	10.0	A
INTERSECTION					33.6	C				78.7	E				85.6	**F**				33.9	C
2. LOHMAN FORD ROAD & BOGGY FORD	**EBL/T/R**	220		0.67	10.1	B	329		0.82	21.8	C	379		0.89	28.5	C	123	150	0.43	9.3	A
	WBL/T	3		0.00	4.8	A	26		0.05	5.7	A	28		0.05	5.7	A	26		0.07	6.8	A
	WBR	0	85	0.02	4.9	A	25	85	0.17	6.1	A	27	85	0.18	6.2	A	26	85	0.28	7.6	A
	NBL/T/R	118		0.50	16.0	B	127		0.62	19.6	B	120		0.60	18.5	B	103		0.43	10.0	B
	SBL/T	72		0.29	14.6	B	137		0.59	19.7	B	130		0.56	18.5	B	109		0.42	10.0	A
	SBR	40	135	0.67	17.8	B	38	135	0.59	19.4	B	39	135	0.70	19.9	B	35	135	0.61	11.2	B
INTERSECTION					13.3	B				18.4	B				20.7	C				9.6	A
3. NATIONAL DRIVE & BOGGY FORD ROAD	**EB**			0.01	0.4	A			0.01	0.4	A			0.01	0.4	A			0.01	0.4	A
	WB			0.00	0.0	A			0.00	0.0	A			0.00	0.0	A			0.00	0.0	A
	NB			0.03	13.2	B			0.03	13.8	B			0.03	14.0	B			0.03	14.0	B
	SB			0.14	14.0	B			0.16	14.9	B			0.16	15.1	C			0.16	15.1	C
4. BOGGY FORD ROAD & DRIVEWAY 1	**EB**			-	-	-			-	-	-			0.00	0.0	A			0.00	0.0	A
	WB			-	-	-			-	-	-			0.00	0.0	A			0.00	0.0	A
	SB			-	-	-			-	-	-			0.12	16.6	C			0.12	16.6	C

Table 6 - P.M. Peak Hour Intersection Analyses

INTERSECTION	MOVEMENT	EXISTING P.M. PEAK HOUR					NO-BUILD SCENARIO P.M. PEAK HOUR					BUILD SCENARIO P.M. PEAK HOUR					MITIGATED BUILD SCENARIO P.M. PEAK HOUR				
		95% QUEUE (ft)	TURN BAY LENGTH (ft)	V/C RATIO	DELAY (s)	LOS	95% QUEUE (ft)	TURN BAY LENGTH (ft)	V/C RATIO	DELAY (s)	LOS	95% QUEUE (ft)	TURN BAY LENGTH (ft)	V/C RATIO	DELAY (s)	LOS	95% QUEUE (ft)	TURN BAY LENGTH (ft)	V/C RATIO	DELAY (s)	LOS
1. LOHMAN FORD ROAD & DAWN DRIVE	**EBL/T**	238		0.85	38.3	D	375		1.03	100.0	**F**	411		1.07	119.0	**F**	190	275	0.79	51.7	D
	EBR	0		0.18	24.0	C	0		0.23	36.7	D	0		0.25	41.1	D	0		0.37	46.0	D
	WBL/T/R	55		0.63	43.5	D	59		0.75	70.2	E	63		0.79	86.2	**F**	65		0.52	58.3	E
	NBL	20	105	0.17	17.7	B	22	105	0.30	25.6	C	22	105	0.33	28.6	C	21	105	0.27	26.7	C
	NBT/R	264		0.61	20.4	C	467		0.73	22.3	C	510		0.73	21.9	C	494		0.66	15.4	B
	SBL	21	190	0.09	15.6	B	18	190	0.10	15.8	B	18	190	0.10	15.9	B	17	190	0.08	11.4	B
	SBT/R	428		0.84	25.4	C	953		1.09	81.6	**F**	1050		1.07	74.9	**F**	1048		0.96	38.9	D
		17		0.54	20.0	B	63		0.35	15.3	B	68		0.33	14.7	B	63		0.30	10.7	B
INTERSECTION					25.9	C				57.1	E				57.0	E				30.6	C
2. LOHMAN FORD ROAD & BOGGY FORD	**EBL/T/R**	32		0.65	14.3	B	257		0.88	39.8	D	276		0.90	41.8	D	127	150	0.44	14.5	B
	WBL/T	4		0.01	9.1	A	29		0.06	13.0	B	27		0.06	11.7	B	32		0.08	11.6	B
	WBR	2	85	0.05	9.3	A	32	85	0.28	14.3	B	30	85	0.25	12.8	B	35	85	0.39	13.1	B
	NBL/T/R	91		0.32	10.9	B	99		0.52	12.8	B	109		0.58	14.9	B	89		0.30	7.3	A
	SBL/T	115		0.31	10.9	B	262		1.18	124.4	**F**	281		1.21	136.5	**F**	207		0.55	8.8	A
	SBR	50	135	0.90	29.0	C	45	135	0.71	16.5	B	50	135	0.83	24.3	C	41	135	0.77	11.1	B
INTERSECTION					18.3	B				47.5	D				52.3	D				10.9	B
3. NATIONAL DRIVE & BOGGY FORD ROAD	**EB**			0.01	0.4	A			0.01	0.4	A			0.01	0.4	A			0.01	0.4	A
	WB			0.00	0.0	A			0.00	0.0	A			0.00	0.0	A			0.00	0.0	A
	NB			0.03	13.2	B			0.04	14.0	B			0.04	14.1	B			0.04	14.1	B
	SB			0.11	13.4	B			0.13	14.4	B			0.13	14.6	B			0.13	14.6	B
4. BOGGY FORD ROAD & DRIVEWAY 1	**EB**			-	-	-			-	-	-			0.00	0.0	A			0.00	0.0	A
	WB			-	-	-			-	-	-			0.00	0.0	A			0.00	0.0	A
	SB			-	-	-			-	-	-			0.15	20.0	C			0.15	20.0	C

Conclusion

As requested, this traffic impact analysis (TIA) was prepared to analyze the potential impacts of the proposed 19708 Boggy Ford Road Development (Project) in Lago Vista, Texas. This report was produced in accordance with the approved scope and guidelines provided by the City of Lago Vista, Texas. The report includes an analysis of existing conditions, trip generation and distribution, analysis of future conditions, and analysis of potential mitigatory measures. As part of the analysis effort, three area intersections were analyzed under existing and future conditions.

1. Lohman Ford Road and Dawn Drive
2. Boggy Ford Road and Lohman Ford Road
3. Boggy Ford Road and National Drive

The Project site is located at 19708 Boggy Ford Road and is currently undeveloped. Proposed improvements to the site include a 110-room hotel and a 3,800 square-foot restaurant. Access to the site is proposed to be provided from a single driveway located on Boggy Ford Road.

Existing turning movement counts were conducted at the study intersections on Wednesday, November 15 from 7:00 to 9:00 A.M. and 2:00 to 7:00 P.M., while area schools were in session. For the proposed land uses, projected site traffic was calculated using the Institute of Transportation (ITE) Trip Generation Manual 11th Edition. The proposed development is anticipated to generate 84 A.M. Peak Hour Trips, 88 P.M. Peak Hour Trips, and 1,176 Daily Trips.

Analysis of existing and future conditions at the study intersections revealed an undesirable level of service at Lohman Ford Road and Dawn Drive during the Build scenario's A.M. Peak Hour. However, the change from LOS E in the No-Build scenario to LOS F in the Build scenario is only associated with a 6.9 second increase in overall intersection delay. All other intersections continued to operate at overall acceptable levels of service.

Negative impacts to study intersections become apparent under the No Build scenario and are not attributable to increased traffic from the proposed development. However, mitigatory recommendations were provided as part of the guidelines from the City of Lago Vista, and are as follows:

1. Lohman Ford Road / Dawn Drive
    a. Optimize signal timings for increased traffic.
    b. Construct exclusive eastbound left turn lane with 275' storage length.
    c. Construct second receiving lane on the northern leg for eastbound left turns.
    d. Channelize the westbound right turn movements.
2. Lohman Ford Road and Boggy Ford Road / Shoreline Ranch Drive
    a. Optimize signal timings for increased traffic.
    b. Construct exclusive eastbound left turn lane with 150' storage length.
    c. Construct second receiving lane on northern leg for eastbound left turns.

3. National Drive and Boggy Ford Road
    a. No Improvements Recommended

The recommended mitigations are in line with, but do not exceed, the recommendations provided as part of both the 2030 City of Lago Vista Comprehensive Plan and the 2009 City of Lago Vista Transportation Plan Evaluation Final Report. Therefore, it is recommended that the City of Lago Vista follow the guidance as provided in both the 2030 Comprehensive Plan and 2009 Transportation Plan for the site study area. The improvements recommended as part of these plans will satisfy the demands from traffic analyzed as part of this study, as well accommodate traffic from future development along the corridor. The Project should not be expected to make contributions towards the recommended mitigation improvements, which are already necessary to serve the background traffic growth and other approved developments in the study area.

Please contact us at kstrain@gbateam.com or 737.247.7517 with additional questions or comments regarding this traffic impact analysis.

Respectfully submitted,
GEORGE BUTLER ASSOCIATES, INC.



Kathleen E. Strain, P.E.
Senior Traffic Engineer

Appendices

- Appendix A: Approved City of Lago Vista Scope
- Appendix B: Data Collection
- Appendix C: Intersection Analyses
    - C.1. Existing Conditions
    - C.2. No-Build Scenario
    - C.3. Build Scenario
    - C.4. Mitigated Build Scenario
- Appendix D: Provided Background Development Files
    - D.1. Shoreline Ranch Development Provided Files
    - D.2. Nature's Point Development Provided Files

APPENDIX A

APPROVED CITY OF LAGO VISTA SCOPE

GBA

9601 Amberglen Blvd, Ste. 109
Austin, Texas 78729

TRAFFIC IMPACT ANALYSIS SCOPE AND STUDY AREA

Project Name:	Boggy Ford Road TIA	Date:	October 30, 2023
Location:	North side of Boggy Ford Road just west of the Lohman Ford Road intersection, Lago Vista, Texas		
Owner's Agent:	GBA (Kathleen Strain, P.E.)	Phone:	(737) 247-7517

Instructions: Sections I and II of the scope must be approved prior to formal submittal of a Traffic Impact Analysis (TIA). You may receive sign off of both sections concurrently or separately.

I. Data Collection

1. Background Information

a. Proposed daily trip generation estimate for the proposed development.
b. Location/study area map that specifies major roadway and intersections within the study area.
c. The following adopted plans and public infrastructure improvement projects apply to the site: N/A

2.Analysis Phases/Years

a. Existing
b. 2025 – Full Buildout

3. Intersections Level of Service: 7:00 AM – 9:00 AM and 2:00 PM to 7:00 PM every 15 minutes. Calculations for a.m. and p.m. peak hours must be performed for the following intersections, showing (a) existing traffic conditions and (b) projected traffic conditions, identifying site, non-site, and total traffic:

a. Lohman Ford Road and Boggy Ford Road
b. Lohman Ford Road and Dawn Drive
c. Boggy Ford Road and National Drive

Notes: Existing signal timings shall be used for the intersection unless alternative timing proposals are approved by TxDOT and the City of Lago Vista.

Analysis for each phase/year shall include:

a. Levels of Service (LOS) by movements
b. Delay by movements
c. Volume/Capacity by movements
d. Queueing analysis with 95% queue length by movements, vs existing storage bay and/or distance from adjacent intersection(s)

4. **Signal Warrants Analysis:** A signal warrant analysis (existing, No-Build and Build) shall be performed for the following study area intersections showing 12 hours of data including peak hours: N/A

5. **Other Considerations:**

   a. Counts are to be taken on weekdays when public schools are in session.
   b. Ensure automated traffic data captures demand. Manual observations or a multiple period analysis may be necessary.
   c. Capture and report data to calibrate model for existing operational analysis (i.e., queue length and approach/movement delay recommended).
   d. Methodology for Capacity and Level of Service shall be Highway Capacity Manual, latest edition.
   e. Discuss and illustrate methodology for trip distribution.

II. Study Assumptions

1. **Data Assumptions.** The following assumptions must be included in the analysis. Any changes in these assumptions must be approved by the transportation reviewer(s) prior to submittal of the TIA.

   a. Background Traffic – The average annual growth rate shall be calculated using available sources as near as possible to the study area intersections/roadways and shall be documented in the report and shall be calculated using the following standard formula and back solved to growth rate:

      i. "Newest reported volume = Old reported volume * (1+Growth rate)^number of years in between the two volumes"
      ii. The roadway used for computing growth rate should be of the same class od roadway as the development's location and be as close as possible to the development.

   b. Background Project: Background projects shall include:

Project Name	Case Number
Firefly Cove	
Wind Ranch	
Gross Close	
Montechino	
Shoreline Ranch	
Natures Point	

c. Internal Trips / Transit Trips / Walking / Biking: 0%

d. Pass-By trip reductions: 0%

2. **Trip Distribution:** Site Trips shall be distributed for each proposed land use.

a. Existing Trips and Forecasted Trips to be determined based on existing and historical data.

b. Site Trips to be suggested based on proposed type of land use and end user's likely path given site location in relation to other generators and/or attractors.

III. Submittal Requirements

1. Submit to City of Lago Vista electronically, by the City's approved method.
2. Traffic modeling requirements:
   a. All timing sheets obtained from various sources (TxDOT, etc.) are to be included in the Appendix of the TIA.
   b. Submit electronically the following: PDF of the TIA, Synchro Network for all conditions analyzed and background DXF or aerial format. Synchro files must be in real work coordinates, Excel spreadsheets with overall trip generation, internal and pass-by trip capture rates, if applicable, site trip distribution & assignment within roadway network and site driveways.
   c. All intersections must be modeled in one Synchro (latest edition) network (including unsignalized intersections).
   d. Synchro printouts and analysis must be performed for the following scenarios and must be included in the appendix of the report in the following format:
      - Existing conditions (am + pm on one sheet)
      - Six (6) future conditions (for all years/phases identified in section I of this scope):
        - (AM No-Build, AM Build, AM Build + Mitigation)
        - (PM No-Build, PM Build, PM Build + Mitigation)
   e. Intersection LOS by movements, Delay by movements, v/c by movements, and 95% queue length by movements in a tabular format (on 11"x17" sheets only) for different scenarios noted.
3. Maps/Plans/Exhibits
   a. A proposed Site Plan.
   b. A CAD or GIS file for the Development.
   c. A map showing all background projects and trip generation for each project individually.
   d. A map showing the location of all background projects collectively in relation to the proposed site.
   e. A map/plan showing all roadways and driveways analyzed (labeled and dimensioned).
   f. Exhibits of all intersections with roadway improvements (dimensioned), including above ground utilities called out.

Any change in the assumptions provided for preparation of this scope may require a change in the scope. If the analysis or traffic volumes provided in the report indicate impacts to intersections or roadways that are not included in this scope, additional analysis may be required.

The Owner's Agent and the Applicant confirm that all the documents, reports and files will be prepared in accordance with the submittal requirements of this TIA scope. The Owner's Agent and the Applicant confirm that comments received will not be cleared based on phone calls, e-mails or meetings. Formal updates must be submitted in order to receive clearance of issued comments.

Prepared by: Kathleen E Strain Date: 10.30.2023 Phone: (737) 247-7517
Kathleen Strain, PE Email: kstrain@gbateam.com
Senior Traffic Engineer, GBA

Agreed to by: Taylor Whichard Date: 10/30/23 Phone: (512) 599-4179
Taylor Whichard Email: Taylor.Whichard@lagovistatexas.gov
Director of Public Works, City of Lago Vista

APPENDIX B

DATA COLLECTION

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - AM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
07:00	1	70	29	0	100	3	4	6	0	13	4	100	2	0	106	55	0	4	0	59	278
07:15	4	94	48	0	146	3	6	6	0	15	6	144	1	0	151	67	4	9	0	80	392
07:30	5	100	60	0	165	5	2	8	0	15	6	168	3	0	177	87	6	17	0	110	467
07:45	2	86	20	0	108	4	1	6	0	11	1	153	2	0	156	91	1	11	0	103	378
Total	12	350	157	0	519	15	13	26	0	54	17	565	8	0	590	300	11	41	0	352	1515
08:00	2	89	23	0	114	5	0	8	0	13	3	131	6	0	140	62	3	5	0	70	337
08:15	5	115	32	0	152	2	3	12	0	17	9	158	3	0	170	54	1	16	0	71	410
08:30	3	118	40	0	161	1	2	5	0	8	8	165	2	0	175	48	1	11	0	60	404
08:45	5	79	24	0	108	1	1	9	0	11	8	102	1	0	111	43	1	7	0	51	281
Total	15	401	119	0	535	9	6	34	0	49	28	556	12	0	596	207	6	39	0	252	1432
Grand Total	27	751	276	0	1054	24	19	60	0	103	45	1121	20	0	1186	507	17	80	0	604	2947
Apprch %	2.6	71.3	26.2	0		23.3	18.4	58.3	0		3.8	94.5	1.7	0		83.9	2.8	13.2	0		
Total %	0.9	25.5	9.4	0	35.8	0.8	0.6	2	0	3.5	1.5	38	0.7	0	40.2	17.2	0.6	2.7	0	20.5	
Vehicles	26	719	265	0	1010	23	17	60	0	100	45	1090	20	0	1155	496	16	79	0	591	2856
% Vehicles	96.3	95.7	96	0	95.8	95.8	89.5	100	0	97.1	100	97.2	100	0	97.4	97.8	94.1	98.8	0	97.8	96.9
Heavy Vehicles	1	32	11	0	44	1	2	0	0	3	0	31	0	0	31	11	1	1	0	13	91
% Heavy Vehicles	3.7	4.3	4	0	4.2	4.2	10.5	0	0	2.9	0	2.8	0	0	2.6	2.2	5.9	1.2	0	2.2	3.1

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**5**	100	**60**	0	**165**	**5**	2	8	0	15	6	**168**	3	0	**177**	87	**6**	**17**	0	**110**	**467**
07:45	2	86	20	0	108	4	1	6	0	11	1	153	2	0	156	**91**	1	11	0	103	378
08:00	2	89	23	0	114	5	0	8	0	13	3	131	**6**	0	140	62	3	5	0	70	337
08:15	5	**115**	32	0	152	2	**3**	**12**	0	**17**	**9**	158	3	0	170	54	1	16	0	71	410
Total Volume	14	390	135	0	539	16	6	34	0	56	19	610	14	0	643	294	11	49	0	354	1592
% App. Total	2.6	72.4	25	0		28.6	10.7	60.7	0		3	94.9	2.2	0		83.1	3.1	13.8	0		
PHF	.700	.848	.563	.000	.817	.800	.500	.708	.000	.824	.528	.908	.583	.000	.908	.808	.458	.721	.000	.805	.852
Vehicles	14	379	130	0	523	15	5	34	0	54	19	591	14	0	624	290	10	48	0	348	1549
% Vehicles	100	97.2	96.3	0	97.0	93.8	83.3	100	0	96.4	100	96.9	100	0	97.0	98.6	90.9	98.0	0	98.3	97.3
Heavy Vehicles	0	11	5	0	16	1	1	0	0	2	0	19	0	0	19	4	1	1	0	6	43
% Heavy Vehicles	0	2.8	3.7	0	3.0	6.3	16.7	0	0	3.6	0	3.1	0	0	3.0	1.4	9.1	2.0	0	1.7	2.7

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - AM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 2

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30					07:30					07:30					07:15					
+0 mins.	**5**	100	**60**	0	**165**	**5**	2	8	0	15	6	**168**	3	0	**177**	67	4	9	0	80	
+15 mins.	2	86	20	0	108	4	1	6	0	11	1	153	2	0	156	87	**6**	**17**	0	**110**	
+30 mins.	2	89	23	0	114	5	0	8	0	13	3	131	**6**	0	140	**91**	1	11	0	103	
+45 mins.	5	**115**	32	0	152	2	**3**	**12**	0	**17**	**9**	158	3	0	170	62	3	5	0	70	
Total Volume	14	390	135	0	539	16	6	34	0	56	19	610	14	0	643	307	14	42	0	363	
% App. Total	2.6	72.4	25	0		28.6	10.7	60.7	0		3	94.9	2.2	0		84.6	3.9	11.6	0		
PHF	.700	.848	.563	.000	.817	.800	.500	.708	.000	.824	.528	.908	.583	.000	.908	.843	.583	.618	.000	.825	
Vehicles	14	379	130	0	523	15	5	34	0	54	19	591	14	0	624	303	13	41	0	357	
% Vehicles	100	97.2	96.3	0	97	93.8	83.3	100	0	96.4	100	96.9	100	0	97	98.7	92.9	97.6	0	98.3	
Heavy Vehicles	0	11	5	0	16	1	1	0	0	2	0	19	0	0	19	4	1	1	0	6	
% Heavy Vehicles	0	2.8	3.7	0	3	6.2	16.7	0	0	3.6	0	3.1	0	0	3	1.3	7.1	2.4	0	1.7	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - AM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
07:00	1	63	27	0	91	3	3	6	0	12	4	99	2	0	105	51	0	4	0	55	263
07:15	3	87	45	0	135	3	6	6	0	15	6	143	1	0	150	66	4	9	0	79	379
07:30	5	98	58	0	161	4	1	8	0	13	6	163	3	0	172	85	5	17	0	107	453
07:45	2	83	20	0	105	4	1	6	0	11	1	151	2	0	154	90	1	11	0	102	372
Total	11	331	150	0	492	14	11	26	0	51	17	556	8	0	581	292	10	41	0	343	1467
08:00	2	88	22	0	112	5	0	8	0	13	3	123	6	0	132	62	3	4	0	69	326
08:15	5	110	30	0	145	2	3	12	0	17	9	154	3	0	166	53	1	16	0	70	398
08:30	3	113	40	0	156	1	2	5	0	8	8	156	2	0	166	47	1	11	0	59	389
08:45	5	77	23	0	105	1	1	9	0	11	8	101	1	0	110	42	1	7	0	50	276
Total	15	388	115	0	518	9	6	34	0	49	28	534	12	0	574	204	6	38	0	248	1389
Grand Total	26	719	265	0	1010	23	17	60	0	100	45	1090	20	0	1155	496	16	79	0	591	2856
Apprch %	2.6	71.2	26.2	0		23	17	60	0		3.9	94.4	1.7	0		83.9	2.7	13.4	0		
Total %	0.9	25.2	9.3	0	35.4	0.8	0.6	2.1	0	3.5	1.6	38.2	0.7	0	40.4	17.4	0.6	2.8	0	20.7	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**5**	98	**58**	0	**161**	4	1	8	0	13	6	**163**	3	0	**172**	85	**5**	**17**	0	**107**	**453**
07:45	2	83	20	0	105	4	1	6	0	11	1	151	2	0	154	**90**	1	11	0	102	372
08:00	2	88	22	0	112	**5**	0	8	0	13	3	123	**6**	0	132	62	3	4	0	69	326
08:15	5	**110**	30	0	145	2	**3**	**12**	0	**17**	**9**	154	3	0	166	53	1	16	0	70	398
Total Volume	14	379	130	0	523	15	5	34	0	54	19	591	14	0	624	290	10	48	0	348	1549
% App. Total	2.7	72.5	24.9	0		27.8	9.3	63	0		3	94.7	2.2	0		83.3	2.9	13.8	0		
PHF	.700	.861	.560	.000	.812	.750	.417	.708	.000	.794	.528	.906	.583	.000	.907	.806	.500	.706	.000	.813	.855

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30					07:30					07:30					07:15					
+0 mins.	**5**	98	**58**	0	**161**	4	1	8	0	13	6	**163**	3	0	**172**	66	4	9	0	79	
+15 mins.	2	83	20	0	105	4	1	6	0	11	1	151	2	0	154	85	**5**	**17**	0	**107**	
+30 mins.	2	88	22	0	112	**5**	0	8	0	13	3	123	**6**	0	132	**90**	1	11	0	102	
+45 mins.	5	**110**	30	0	145	2	**3**	**12**	0	**17**	**9**	154	3	0	166	62	3	4	0	69	
Total Volume	14	379	130	0	523	15	5	34	0	54	19	591	14	0	624	303	13	41	0	357	
% App. Total	2.7	72.5	24.9	0		27.8	9.3	63	0		3	94.7	2.2	0		84.9	3.6	11.5	0		
PHF	.700	.861	.560	.000	.812	.750	.417	.708	.000	.794	.528	.906	.583	.000	.907	.842	.650	.603	.000	.834	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - AM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 4

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
07:00	0	7	2	0	9	0	1	0	0	1	0	1	0	0	1	4	0	0	0	4	15
07:15	1	7	3	0	11	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	13
07:30	0	2	2	0	4	1	1	0	0	2	0	5	0	0	5	2	1	0	0	3	14
07:45	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
Total	1	19	7	0	27	1	2	0	0	3	0	9	0	0	9	8	1	0	0	9	48
08:00	0	1	1	0	2	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	11
08:15	0	5	2	0	7	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	12
08:30	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	15
08:45	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5
Total	0	13	4	0	17	0	0	0	0	0	0	22	0	0	22	3	0	1	0	4	43
Grand Total	1	32	11	0	44	1	2	0	0	3	0	31	0	0	31	11	1	1	0	13	91
Apprch %	2.3	72.7	25	0		33.3	66.7	0	0		0	100	0	0		84.6	7.7	7.7	0		
Total %	1.1	35.2	12.1	0	48.4	1.1	2.2	0	0	3.3	0	34.1	0	0	34.1	12.1	1.1	1.1	0	14.3	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	**7**	2	0	9	0	**1**	0	0	1	0	1	0	0	1	**4**	0	0	0	**4**	**15**
07:15	**1**	7	**3**	0	**11**	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	13
07:30	0	2	2	0	4	**1**	1	0	0	**2**	0	**5**	0	0	**5**	2	**1**	0	0	3	14
07:45	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
Total Volume	1	19	7	0	27	1	2	0	0	3	0	9	0	0	9	8	1	0	0	9	48
% App. Total	3.7	70.4	25.9	0		33.3	66.7	0	0		0	100	0	0		88.9	11.1	0	0		
PHF	.250	.679	.583	.000	.614	.250	.500	.000	.000	.375	.000	.450	.000	.000	.450	.500	.250	.000	.000	.563	.800

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:45					07:00				
+0 mins.	0	**7**	2	0	9	0	**1**	0	0	1	0	2	0	0	2	**4**	0	0	0	**4**
+15 mins.	**1**	7	**3**	0	**11**	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1
+30 mins.	0	2	2	0	4	**1**	1	0	0	**2**	0	4	0	0	4	2	**1**	0	0	3
+45 mins.	0	3	0	0	3	0	0	0	0	0	0	**9**	0	0	**9**	1	0	0	0	1
Total Volume	1	19	7	0	27	1	2	0	0	3	0	23	0	0	23	8	1	0	0	9
% App. Total	3.7	70.4	25.9	0		33.3	66.7	0	0		0	100	0	0		88.9	11.1	0	0	
PHF	.250	.679	.583	.000	.614	.250	.500	.000	.000	.375	.000	.639	.000	.000	.639	.500	.250	.000	.000	.563

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - AM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 5

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
14:00	5	111	53	0	169	0	1	4	0	5	5	96	1	0	102	55	1	4	0	60	336
14:15	4	95	43	0	142	0	2	5	0	7	3	83	1	0	87	44	1	9	0	54	290
14:30	4	110	41	0	155	2	2	5	0	9	4	75	1	0	80	32	0	4	0	36	280
14:45	3	107	43	0	153	1	3	4	0	8	7	91	1	0	99	36	0	4	0	40	300
Total	16	423	180	0	619	3	8	18	0	29	19	345	4	0	368	167	2	21	0	190	1206
15:00	5	104	46	0	155	1	3	7	0	11	7	72	2	0	81	41	3	4	0	48	295
15:15	7	146	78	0	231	2	3	5	0	10	3	103	4	0	110	80	3	12	0	95	446
15:30	7	136	51	0	194	2	2	7	0	11	9	85	4	0	98	80	5	16	0	101	404
15:45	5	127	56	0	188	3	3	5	0	11	6	81	2	0	89	46	3	9	0	58	346
Total	24	513	231	0	768	8	11	24	0	43	25	341	12	0	378	247	14	41	0	302	1491
16:00	9	158	62	0	229	2	2	8	0	12	4	124	2	0	130	55	4	6	0	65	436
16:15	6	171	54	0	231	4	1	9	0	14	17	178	1	0	196	41	1	4	0	46	487
16:30	7	170	77	0	254	2	2	4	0	8	13	152	2	0	167	60	0	9	0	69	498
16:45	9	162	68	0	239	0	1	8	0	9	6	101	3	0	110	38	2	7	0	47	405
Total	31	661	261	0	953	8	6	29	0	43	40	555	8	0	603	194	7	26	0	227	1826
17:00	10	139	88	0	237	2	2	8	0	12	10	116	2	0	128	52	2	9	0	63	440
17:15	11	154	61	0	226	3	2	7	0	12	6	99	3	0	108	50	0	13	0	63	409
17:30	13	147	57	0	217	3	2	8	0	13	3	104	2	0	109	40	2	8	0	50	389
17:45	11	159	54	0	224	2	4	5	0	11	4	89	1	0	94	45	3	6	0	54	383
Total	45	599	260	0	904	10	10	28	0	48	23	408	8	0	439	187	7	36	0	230	1621
18:00	6	144	64	0	214	0	1	4	0	5	1	107	2	0	110	41	3	7	0	51	380
18:15	6	117	49	0	172	0	3	4	0	7	2	80	0	0	82	27	1	5	0	33	294
18:30	7	139	58	0	204	1	1	2	0	4	4	61	0	0	65	27	0	3	0	30	303
18:45	5	115	43	0	163	1	0	1	0	2	9	52	0	0	61	27	0	6	0	33	259
Total	24	515	214	0	753	2	5	11	0	18	16	300	2	0	318	122	4	21	0	147	1236
Grand Total	140	2711	1146	0	3997	31	40	110	0	181	123	1949	34	0	2106	917	34	145	0	1096	7380
Apprch %	3.5	67.8	28.7	0		17.1	22.1	60.8	0		5.8	92.5	1.6	0		83.7	3.1	13.2	0		
Total %	1.9	36.7	15.5	0	54.2	0.4	0.5	1.5	0	2.5	1.7	26.4	0.5	0	28.5	12.4	0.5	2	0	14.9	
Vehicles	137	2686	1128	0	3951	30	39	109	0	178	123	1921	34	0	2078	905	33	139	0	1077	7284
% Vehicles	97.9	99.1	98.4	0	98.8	96.8	97.5	99.1	0	98.3	100	98.6	100	0	98.7	98.7	97.1	95.9	0	98.3	98.7
Heavy Vehicles	3	25	18	0	46	1	1	1	0	3	0	28	0	0	28	12	1	6	0	19	96
% Heavy Vehicles	2.1	0.9	1.6	0	1.2	3.2	2.5	0.9	0	1.7	0	1.4	0	0	1.3	1.3	2.9	4.1	0	1.7	1.3

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 2

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	5	104	46	0	155	1	**3**	**7**	0	**11**	7	72	2	0	81	41	3	4	0	48	295
15:15	**7**	**146**	**78**	0	**231**	2	3	5	0	10	3	**103**	**4**	0	**110**	**80**	3	12	0	95	**446**
15:30	7	136	51	0	194	2	2	7	0	11	**9**	85	4	0	98	80	**5**	**16**	0	**101**	404
15:45	5	127	56	0	188	**3**	3	5	0	11	6	81	2	0	89	46	3	9	0	58	346
Total Volume	24	513	231	0	768	8	11	24	0	43	25	341	12	0	378	247	14	41	0	302	1491
% App. Total	3.1	66.8	30.1	0		18.6	25.6	55.8	0		6.6	90.2	3.2	0		81.8	4.6	13.6	0		
PHF	.857	.878	.740	.000	.831	.667	.917	.857	.000	.977	.694	.828	.750	.000	.859	.772	.700	.641	.000	.748	.836
Vehicles	23	507	224	0	754	8	10	23	0	41	25	336	12	0	373	243	13	37	0	293	1461
% Vehicles	95.8	98.8	97.0	0	98.2	100	90.9	95.8	0	95.3	100	98.5	100	0	98.7	98.4	92.9	90.2	0	97.0	98.0
Heavy Vehicles	1	6	7	0	14	0	1	1	0	2	0	5	0	0	5	4	1	4	0	9	30
% Heavy Vehicles	4.2	1.2	3.0	0	1.8	0	9.1	4.2	0	4.7	0	1.5	0	0	1.3	1.6	7.1	9.8	0	3.0	2.0

Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	15:00					15:00					14:45					15:00				
+0 mins.	5	104	46	0	155	1	**3**	**7**	0	**11**	7	91	1	0	99	41	3	4	0	48
+15 mins.	**7**	**146**	**78**	0	**231**	2	3	5	0	10	7	72	2	0	81	**80**	3	12	0	95
+30 mins.	7	136	51	0	194	2	2	7	0	11	3	**103**	**4**	0	**110**	80	**5**	**16**	0	**101**
+45 mins.	5	127	56	0	188	**3**	3	5	0	11	**9**	85	4	0	98	46	3	9	0	58
Total Volume	24	513	231	0	768	8	11	24	0	43	26	351	11	0	388	247	14	41	0	302
% App. Total	3.1	66.8	30.1	0		18.6	25.6	55.8	0		6.7	90.5	2.8	0		81.8	4.6	13.6	0	
PHF	.857	.878	.740	.000	.831	.667	.917	.857	.000	.977	.722	.852	.688	.000	.882	.772	.700	.641	.000	.748
Vehicles	23	507	224	0	754	8	10	23	0	41	26	348	11	0	385	243	13	37	0	293
% Vehicles	95.8	98.8	97	0	98.2	100	90.9	95.8	0	95.3	100	99.1	100	0	99.2	98.4	92.9	90.2	0	97
Heavy Vehicles	1	6	7	0	14	0	1	1	0	2	0	3	0	0	3	4	1	4	0	9
% Heavy Vehicles	4.2	1.2	3	0	1.8	0	9.1	4.2	0	4.7	0	0.9	0	0	0.8	1.6	7.1	9.8	0	3

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
14:00	5	109	52	0	166	0	1	4	0	5	5	96	1	0	102	54	1	4	0	59	332
14:15	4	93	43	0	140	0	2	5	0	7	3	82	1	0	86	43	1	9	0	53	286
14:30	4	110	39	0	153	2	2	5	0	9	4	73	1	0	78	32	0	4	0	36	276
14:45	3	104	42	0	149	1	3	4	0	8	7	90	1	0	98	36	0	3	0	39	294
Total	16	416	176	0	608	3	8	18	0	29	19	341	4	0	364	165	2	20	0	187	1188
15:00	5	103	43	0	151	1	3	7	0	11	7	72	2	0	81	41	3	4	0	48	291
15:15	6	142	77	0	225	2	2	4	0	8	3	102	4	0	109	76	2	9	0	87	429
15:30	7	136	50	0	193	2	2	7	0	11	9	84	4	0	97	80	5	15	0	100	401
15:45	5	126	54	0	185	3	3	5	0	11	6	78	2	0	86	46	3	9	0	58	340
Total	23	507	224	0	754	8	10	23	0	41	25	336	12	0	373	243	13	37	0	293	1461
16:00	8	155	60	0	223	2	2	8	0	12	4	122	2	0	128	55	4	6	0	65	428
16:15	6	171	53	0	230	4	1	9	0	14	17	177	1	0	195	39	1	3	0	43	482
16:30	6	169	77	0	252	1	2	4	0	7	13	149	2	0	164	59	0	9	0	68	491
16:45	9	159	67	0	235	0	1	8	0	9	6	99	3	0	108	38	2	7	0	47	399
Total	29	654	257	0	940	7	6	29	0	42	40	547	8	0	595	191	7	25	0	223	1800
17:00	10	138	87	0	235	2	2	8	0	12	10	114	2	0	126	52	2	9	0	63	436
17:15	11	153	61	0	225	3	2	7	0	12	6	98	3	0	107	49	0	13	0	62	406
17:30	13	147	57	0	217	3	2	8	0	13	3	103	2	0	108	40	2	8	0	50	388
17:45	11	157	54	0	222	2	4	5	0	11	4	87	1	0	92	45	3	6	0	54	379
Total	45	595	259	0	899	10	10	28	0	48	23	402	8	0	433	186	7	36	0	229	1609
18:00	6	144	64	0	214	0	1	4	0	5	1	103	2	0	106	41	3	7	0	51	376
18:15	6	117	47	0	170	0	3	4	0	7	2	79	0	0	81	26	1	5	0	32	290
18:30	7	138	58	0	203	1	1	2	0	4	4	61	0	0	65	26	0	3	0	29	301
18:45	5	115	43	0	163	1	0	1	0	2	9	52	0	0	61	27	0	6	0	33	259
Total	24	514	212	0	750	2	5	11	0	18	16	295	2	0	313	120	4	21	0	145	1226
Grand Total	137	2686	1128	0	3951	30	39	109	0	178	123	1921	34	0	2078	905	33	139	0	1077	7284
Apprch %	3.5	68	28.5	0		16.9	21.9	61.2	0		5.9	92.4	1.6	0		84	3.1	12.9	0		
Total %	1.9	36.9	15.5	0	54.2	0.4	0.5	1.5	0	2.4	1.7	26.4	0.5	0	28.5	12.4	0.5	1.9	0	14.8	

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	5	103	43	0	151	1	**3**	**7**	0	**11**	7	72	2	0	81	41	3	4	0	48	291
15:15	6	**142**	**77**	0	**225**	2	2	4	0	8	3	**102**	**4**	0	**109**	76	2	9	0	87	**429**
15:30	**7**	136	50	0	193	2	2	7	0	11	**9**	84	4	0	97	**80**	**5**	**15**	0	**100**	401
15:45	5	126	54	0	185	**3**	3	5	0	11	6	78	2	0	86	46	3	9	0	58	340
Total Volume	23	507	224	0	754	8	10	23	0	41	25	336	12	0	373	243	13	37	0	293	1461
% App. Total	3.1	67.2	29.7	0		19.5	24.4	56.1	0		6.7	90.1	3.2	0		82.9	4.4	12.6	0		
PHF	.821	.893	.727	.000	.838	.667	.833	.821	.000	.932	.694	.824	.750	.000	.856	.759	.650	.617	.000	.733	.851

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 4

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:00					15:00					14:45					15:00					
+0 mins.	5	103	43	0	151	1	**3**	**7**	0	**11**	7	90	1	0	98	41	3	4	0	48	
+15 mins.	6	**142**	**77**	0	**225**	2	2	4	0	8	7	72	2	0	81	76	2	9	0	87	
+30 mins.	**7**	136	50	0	193	2	2	7	0	11	3	**102**	**4**	0	**109**	**80**	**5**	**15**	0	**100**	
+45 mins.	5	126	54	0	185	**3**	3	5	0	11	**9**	84	4	0	97	46	3	9	0	58	
Total Volume	23	507	224	0	754	8	10	23	0	41	26	348	11	0	385	243	13	37	0	293	
% App. Total	3.1	67.2	29.7	0		19.5	24.4	56.1	0		6.8	90.4	2.9	0		82.9	4.4	12.6	0		
PHF	.821	.893	.727	.000	.838	.667	.833	.821	.000	.932	.722	.853	.688	.000	.883	.759	.650	.617	.000	.733	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
14:00	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
14:15	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
14:30	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
14:45	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
Total	0	7	4	0	11	0	0	0	0	0	0	4	0	0	4	2	0	1	0	3	18
15:00	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:15	1	4	1	0	6	0	1	1	0	2	0	1	0	0	1	4	1	3	0	8	17
15:30	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
15:45	0	1	2	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	1	6	7	0	14	0	1	1	0	2	0	5	0	0	5	4	1	4	0	9	30
16:00	1	3	2	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
16:15	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	5
16:30	1	1	0	0	2	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	7
16:45	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	2	7	4	0	13	1	0	0	0	1	0	8	0	0	8	3	0	1	0	4	26
17:00	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
17:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
17:45	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	4	1	0	5	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	12
18:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
18:15	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
18:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	2	0	3	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	10
Grand Total	3	25	18	0	46	1	1	1	0	3	0	28	0	0	28	12	1	6	0	19	96
Apprch %	6.5	54.3	39.1	0		33.3	33.3	33.3	0		0	100	0	0		63.2	5.3	31.6	0		
Total %	3.1	26	18.8	0	47.9	1	1	1	0	3.1	0	29.2	0	0	29.2	12.5	1	6.2	0	19.8	

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:30																					
14:30	0	0	2	0	2	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	4
14:45	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
15:00	0	1	**3**	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:15	**1**	**4**	1	0	**6**	0	**1**	**1**	0	**2**	0	1	0	0	1	**4**	**1**	**3**	0	**8**	**17**
Total Volume	1	8	7	0	16	0	1	1	0	2	0	4	0	0	4	4	1	4	0	9	31
% App. Total	6.2	50	43.8	0		0	50	50	0		0	100	0	0		44.4	11.1	44.4	0		
PHF	.250	.500	.583	.000	.667	.000	.250	.250	.000	.250	.000	.500	.000	.000	.500	.250	.250	.333	.000	.281	.456

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
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	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	14:30					14:30					15:00					14:45					
+0 mins.	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+15 mins.	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
+30 mins.	0	1	**3**	0	4	0	0	0	0	0	0	1	0	0	1	**4**	**1**	**3**	0	**8**	
+45 mins.	**1**	**4**	1	0	**6**	0	**1**	**1**	0	**2**	0	**3**	0	0	**3**	0	0	1	0	1	
Total Volume	1	8	7	0	16	0	1	1	0	2	0	5	0	0	5	4	1	5	0	10	
% App. Total	6.2	50	43.8	0		0	50	50	0		0	100	0	0		40	10	50	0		
PHF	.250	.500	.583	.000	.667	.000	.250	.250	.000	.250	.000	.417	.000	.000	.417	.250	.250	.417	.000	.313	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
Page No : 7

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:00																					
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 1 - Lohman Ford Rd & Dawn Dr - PM
Site Code : 1_____
Start Date : 11/15/2023
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	Lohman Ford Rd Southbound					Driveway Westbound					Lohman Ford Rd Northbound					Dawn Dr 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	14:00					14:00					14:00					14:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - AM
Site Code : 2
Start Date : 11/15/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	7	8	13	0	28	0	0	4	0	4	0	33	0	0	33	90	1	2	0	93	158
07:15	5	20	44	0	69	0	1	2	0	3	2	50	0	0	52	134	0	2	0	136	260
07:30	5	30	53	0	88	0	0	1	0	1	6	45	0	0	51	110	3	3	0	116	256
07:45	4	29	60	0	93	1	0	2	0	3	4	56	2	0	62	100	0	5	0	105	263
Total	21	87	170	0	278	1	1	9	0	11	12	184	2	0	198	434	4	12	0	450	937
08:00	2	24	34	0	60	0	0	7	0	7	4	43	0	0	47	95	0	3	0	98	212
08:15	2	16	53	0	71	0	0	3	0	3	5	45	0	0	50	127	1	2	0	130	254
08:30	1	36	65	0	102	0	0	1	0	1	0	36	0	0	36	97	1	3	0	101	240
08:45	2	29	40	0	71	0	2	4	0	6	3	31	0	0	34	74	2	11	0	87	198
Total	7	105	192	0	304	0	2	15	0	17	12	155	0	0	167	393	4	19	0	416	904
Grand Total	28	192	362	0	582	1	3	24	0	28	24	339	2	0	365	827	8	31	0	866	1841
Apprch %	4.8	33	62.2	0		3.6	10.7	85.7	0		6.6	92.9	0.5	0		95.5	0.9	3.6	0		
Total %	1.5	10.4	19.7	0	31.6	0.1	0.2	1.3	0	1.5	1.3	18.4	0.1	0	19.8	44.9	0.4	1.7	0	47	
Vehicles	25	187	351	0	563	1	3	24	0	28	23	335	2	0	360	819	7	31	0	857	1808
% Vehicles	89.3	97.4	97	0	96.7	100	100	100	0	100	95.8	98.8	100	0	98.6	99	87.5	100	0	99	98.2
Heavy Vehicles	3	5	11	0	19	0	0	0	0	0	1	4	0	0	5	8	1	0	0	9	33
% Heavy Vehicles	10.7	2.6	3	0	3.3	0	0	0	0	0	4.2	1.2	0	0	1.4	1	12.5	0	0	1	1.8

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	**5**	20	44	0	69	0	**1**	2	0	3	2	50	0	0	52	**134**	0	2	0	**136**	260
07:30	5	**30**	53	0	88	0	0	1	0	1	**6**	45	0	0	51	110	**3**	3	0	116	256
07:45	4	29	**60**	0	**93**	**1**	0	2	0	3	4	**56**	**2**	0	**62**	100	0	**5**	0	105	**263**
08:00	2	24	34	0	60	0	0	**7**	0	**7**	4	43	0	0	47	95	0	3	0	98	212
Total Volume	16	103	191	0	310	1	1	12	0	14	16	194	2	0	212	439	3	13	0	455	991
% App. Total	5.2	33.2	61.6	0		7.1	7.1	85.7	0		7.5	91.5	0.9	0		96.5	0.7	2.9	0		
PHF	.800	.858	.796	.000	.833	.250	.250	.429	.000	.500	.667	.866	.250	.000	.855	.819	.250	.650	.000	.836	.942
Vehicles	15	100	186	0	301	1	1	12	0	14	16	192	2	0	210	437	2	13	0	452	977
% Vehicles	93.8	97.1	97.4	0	97.1	100	100	100	0	100	100	99.0	100	0	99.1	99.5	66.7	100	0	99.3	98.6
Heavy Vehicles	1	3	5	0	9	0	0	0	0	0	0	2	0	0	2	2	1	0	0	3	14
% Heavy Vehicles	6.3	2.9	2.6	0	2.9	0	0	0	0	0	0	1.0	0	0	0.9	0.5	33.3	0	0	0.7	1.4

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - AM
Site Code : 2
Start Date : 11/15/2023
Page No : 2

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45					08:00					07:15					07:15					
+0 mins.	**4**	29	60	0	93	0	0	**7**	0	**7**	2	50	0	0	52	**134**	0	2	0	**136**	
+15 mins.	2	24	34	0	60	0	0	3	0	3	**6**	45	0	0	51	110	**3**	3	0	116	
+30 mins.	2	16	53	0	71	0	0	1	0	1	4	**56**	**2**	0	**62**	100	0	**5**	0	105	
+45 mins.	1	**36**	**65**	0	**102**	0	**2**	4	0	6	4	43	0	0	47	95	0	3	0	98	
Total Volume	9	105	212	0	326	0	2	15	0	17	16	194	2	0	212	439	3	13	0	455	
% App. Total	2.8	32.2	65	0		0	11.8	88.2	0		7.5	91.5	0.9	0		96.5	0.7	2.9	0		
PHF	.563	.729	.815	.000	.799	.000	.250	.536	.000	.607	.667	.866	.250	.000	.855	.819	.250	.650	.000	.836	
Vehicles	9	102	206	0	317	0	2	15	0	17	16	192	2	0	210	437	2	13	0	452	
% Vehicles	100	97.1	97.2	0	97.2	0	100	100	0	100	100	99	100	0	99.1	99.5	66.7	100	0	99.3	
Heavy Vehicles	0	3	6	0	9	0	0	0	0	0	0	2	0	0	2	2	1	0	0	3	
% Heavy Vehicles	0	2.9	2.8	0	2.8	0	0	0	0	0	0	1	0	0	0.9	0.5	33.3	0	0	0.7	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - AM
Site Code : 2
Start Date : 11/15/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	6	7	12	0	25	0	0	4	0	4	0	33	0	0	33	90	1	2	0	93	155
07:15	4	19	41	0	64	0	1	2	0	3	2	50	0	0	52	134	0	2	0	136	255
07:30	5	30	52	0	87	0	0	1	0	1	6	44	0	0	50	110	2	3	0	115	253
07:45	4	28	60	0	92	1	0	2	0	3	4	56	2	0	62	98	0	5	0	103	260
Total	19	84	165	0	268	1	1	9	0	11	12	183	2	0	197	432	3	12	0	447	923
08:00	2	23	33	0	58	0	0	7	0	7	4	42	0	0	46	95	0	3	0	98	209
08:15	2	16	50	0	68	0	0	3	0	3	4	44	0	0	48	124	1	2	0	127	246
08:30	1	35	63	0	99	0	0	1	0	1	0	36	0	0	36	95	1	3	0	99	235
08:45	1	29	40	0	70	0	2	4	0	6	3	30	0	0	33	73	2	11	0	86	195
Total	6	103	186	0	295	0	2	15	0	17	11	152	0	0	163	387	4	19	0	410	885
Grand Total	25	187	351	0	563	1	3	24	0	28	23	335	2	0	360	819	7	31	0	857	1808
Apprch %	4.4	33.2	62.3	0		3.6	10.7	85.7	0		6.4	93.1	0.6	0		95.6	0.8	3.6	0		
Total %	1.4	10.3	19.4	0	31.1	0.1	0.2	1.3	0	1.5	1.3	18.5	0.1	0	19.9	45.3	0.4	1.7	0	47.4	

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	4	19	41	0	64	0	**1**	2	0	3	2	50	0	0	52	**134**	0	2	0	**136**	255
07:30	**5**	**30**	52	0	87	0	0	1	0	1	**6**	44	0	0	50	110	**2**	3	0	115	253
07:45	4	28	**60**	0	**92**	**1**	0	2	0	3	4	**56**	**2**	0	**62**	98	0	**5**	0	103	**260**
08:00	2	23	33	0	58	0	0	**7**	0	**7**	4	42	0	0	46	95	0	3	0	98	209
Total Volume	15	100	186	0	301	1	1	12	0	14	16	192	2	0	210	437	2	13	0	452	977
% App. Total	5	33.2	61.8	0		7.1	7.1	85.7	0		7.6	91.4	1	0		96.7	0.4	2.9	0		
PHF	.750	.833	.775	.000	.818	.250	.250	.429	.000	.500	.667	.857	.250	.000	.847	.815	.250	.650	.000	.831	.939

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45					08:00					07:15					07:15					
+0 mins.	**4**	28	60	0	92	0	0	**7**	0	**7**	2	50	0	0	52	**134**	0	2	0	**136**	
+15 mins.	2	23	33	0	58	0	0	3	0	3	**6**	44	0	0	50	110	**2**	3	0	115	
+30 mins.	2	16	50	0	68	0	0	1	0	1	4	**56**	**2**	0	**62**	98	0	**5**	0	103	
+45 mins.	1	**35**	**63**	0	**99**	0	**2**	4	0	6	4	42	0	0	46	95	0	3	0	98	
Total Volume	9	102	206	0	317	0	2	15	0	17	16	192	2	0	210	437	2	13	0	452	
% App. Total	2.8	32.2	65	0		0	11.8	88.2	0		7.6	91.4	1	0		96.7	0.4	2.9	0		
PHF	.563	.729	.817	.000	.801	.000	.250	.536	.000	.607	.667	.857	.250	.000	.847	.815	.250	.650	.000	.831	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - AM
Site Code : 2
Start Date : 11/15/2023
Page No : 4

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15	1	1	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
07:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Total	2	3	5	0	10	0	0	0	0	0	0	1	0	0	1	2	1	0	0	3	14
08:00	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:15	0	0	3	0	3	0	0	0	0	0	1	1	0	0	2	3	0	0	0	3	8
08:30	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
08:45	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
Total	1	2	6	0	9	0	0	0	0	0	1	3	0	0	4	6	0	0	0	6	19
Grand Total	3	5	11	0	19	0	0	0	0	0	1	4	0	0	5	8	1	0	0	9	33
Apprch %	15.8	26.3	57.9	0		0	0	0	0		20	80	0	0		88.9	11.1	0	0		
Total %	9.1	15.2	33.3	0	57.6	0	0	0	0	0	3	12.1	0	0	15.2	24.2	3	0	0	27.3	

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
08:00	0	1	1	0	2	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	3
08:15	0	0	**3**	0	**3**	0	0	0	0	0	**1**	1	0	0	**2**	**3**	0	0	0	**3**	**8**
08:30	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
Total Volume	0	3	6	0	9	0	0	0	0	0	1	2	0	0	3	7	0	0	0	7	19
% App. Total	0	33.3	66.7	0		0	0	0	0		33.3	66.7	0	0		100	0	0	0		
PHF	.000	.750	.500	.000	.750	.000	.000	.000	.000	.000	.250	.500	.000	.000	.375	.583	.000	.000	.000	.583	.594

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:30					07:45					
+0 mins.	**1**	**1**	1	0	3	0	0	0	0	0	0	**1**	0	0	1	2	0	0	0	2	
+15 mins.	1	1	**3**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	**3**	0	0	0	**3**	
+45 mins.	0	1	0	0	1	0	0	0	0	0	**1**	1	0	0	**2**	2	0	0	0	2	
Total Volume	2	3	5	0	10	0	0	0	0	0	1	3	0	0	4	7	0	0	0	7	
% App. Total	20	30	50	0		0	0	0	0		25	75	0	0		100	0	0	0		
PHF	.500	.750	.417	.000	.500	.000	.000	.000	.000	.000	.250	.750	.000	.000	.500	.583	.000	.000	.000	.583	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - AM
Site Code : 2
Start Date : 11/15/2023
Page No : 5

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	5	27	69	0	101	0	0	0	0	0	0	24	0	0	24	66	1	4	0	71	196
14:15	1	31	70	0	102	0	0	4	0	4	8	25	1	0	34	46	0	2	0	48	188
14:30	4	38	65	0	107	0	0	3	0	3	0	31	0	0	31	44	1	1	0	46	187
14:45	3	25	59	0	87	0	2	4	0	6	0	21	0	0	21	58	1	7	0	66	180
Total	13	121	263	0	397	0	2	11	0	13	8	101	1	0	110	214	3	14	0	231	751
15:00	4	34	65	0	103	1	0	6	0	7	2	35	1	0	38	48	0	6	0	54	202
15:15	1	42	106	0	149	0	1	3	0	4	4	38	0	0	42	61	3	10	0	74	269
15:30	4	42	112	0	158	0	1	1	0	2	5	28	0	0	33	40	0	4	0	44	237
15:45	0	43	83	0	126	1	2	3	0	6	5	30	0	0	35	70	0	5	0	75	242
Total	9	161	366	0	536	2	4	13	0	19	16	131	1	0	148	219	3	25	0	247	950
16:00	3	44	85	0	132	0	3	2	0	5	5	41	0	0	46	103	0	5	0	108	291
16:15	5	43	131	0	179	0	1	9	0	10	4	28	0	0	32	75	0	3	0	78	299
16:30	3	54	135	0	192	0	1	4	0	5	6	42	1	0	49	56	2	7	0	65	311
16:45	3	43	100	0	146	0	0	4	0	4	7	27	1	0	35	57	1	7	0	65	250
Total	14	184	451	0	649	0	5	19	0	24	22	138	2	0	162	291	3	22	0	316	1151
17:00	3	41	96	0	140	0	2	6	0	8	6	37	0	0	43	60	0	6	0	66	257
17:15	1	61	106	0	168	0	2	1	0	3	9	24	0	0	33	74	0	8	0	82	286
17:30	3	49	88	0	140	0	0	3	0	3	8	48	0	0	56	51	0	6	0	57	256
17:45	2	48	96	0	146	0	1	4	0	5	5	30	1	0	36	64	0	17	0	81	268
Total	9	199	386	0	594	0	5	14	0	19	28	139	1	0	168	249	0	37	0	286	1067
18:00	0	47	104	0	151	0	0	9	0	9	7	25	0	0	32	58	1	11	0	70	262
18:15	2	34	76	0	112	0	0	4	0	4	6	22	0	0	28	46	0	9	0	55	199
18:30	3	31	117	0	151	0	0	2	0	2	5	17	1	0	23	37	1	5	0	43	219
18:45	4	29	83	0	116	0	0	0	0	0	2	15	0	0	17	28	0	4	0	32	165
Total	9	141	380	0	530	0	0	15	0	15	20	79	1	0	100	169	2	29	0	200	845
Grand Total	54	806	1846	0	2706	2	16	72	0	90	94	588	6	0	688	1142	11	127	0	1280	4764
Apprch %	2	29.8	68.2	0		2.2	17.8	80	0		13.7	85.5	0.9	0		89.2	0.9	9.9	0		
Total %	1.1	16.9	38.7	0	56.8	0	0.3	1.5	0	1.9	2	12.3	0.1	0	14.4	24	0.2	2.7	0	26.9	
Vehicles	52	799	1830	0	2681	2	15	70	0	87	87	570	6	0	663	1125	11	121	0	1257	4688
% Vehicles	96.3	99.1	99.1	0	99.1	100	93.8	97.2	0	96.7	92.6	96.9	100	0	96.4	98.5	100	95.3	0	98.2	98.4
Heavy Vehicles	2	7	16	0	25	0	1	2	0	3	7	18	0	0	25	17	0	6	0	23	76
% Heavy Vehicles	3.7	0.9	0.9	0	0.9	0	6.2	2.8	0	3.3	7.4	3.1	0	0	3.6	1.5	0	4.7	0	1.8	1.6

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023
Page No : 2

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	3	44	85	0	132	0	**3**	2	0	5	5	41	0	0	46	**103**	0	5	0	**108**	291
16:15	**5**	43	131	0	179	0	1	**9**	0	**10**	4	28	0	0	32	75	0	3	0	78	299
16:30	3	**54**	**135**	0	**192**	0	1	4	0	5	6	**42**	**1**	0	**49**	56	**2**	**7**	0	65	**311**
16:45	3	43	100	0	146	0	0	4	0	4	**7**	27	1	0	35	57	1	7	0	65	250
Total Volume	14	184	451	0	649	0	5	19	0	24	22	138	2	0	162	291	3	22	0	316	1151
% App. Total	2.2	28.4	69.5	0		0	20.8	79.2	0		13.6	85.2	1.2	0		92.1	0.9	7	0		
PHF	.700	.852	.835	.000	.845	.000	.417	.528	.000	.600	.786	.821	.500	.000	.827	.706	.375	.786	.000	.731	.925
Vehicles	13	182	447	0	642	0	5	18	0	23	20	134	2	0	156	284	3	21	0	308	1129
% Vehicles	92.9	98.9	99.1	0	98.9	0	100	94.7	0	95.8	90.9	97.1	100	0	96.3	97.6	100	95.5	0	97.5	98.1
Heavy Vehicles	1	2	4	0	7	0	0	1	0	1	2	4	0	0	6	7	0	1	0	8	22
% Heavy Vehicles	7.1	1.1	0.9	0	1.1	0	0	5.3	0	4.2	9.1	2.9	0	0	3.7	2.4	0	4.5	0	2.5	1.9

Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					16:15					17:00					15:45					
+0 mins.	**5**	43	131	0	179	0	1	**9**	0	**10**	6	37	0	0	43	70	0	5	0	75	
+15 mins.	3	**54**	**135**	0	**192**	0	1	4	0	5	**9**	24	0	0	33	**103**	0	5	0	**108**	
+30 mins.	3	43	100	0	146	0	0	4	0	4	8	**48**	0	0	**56**	75	0	3	0	78	
+45 mins.	3	41	96	0	140	0	**2**	6	0	8	5	30	**1**	0	36	56	**2**	**7**	0	65	
Total Volume	14	181	462	0	657	0	4	23	0	27	28	139	1	0	168	304	2	20	0	326	
% App. Total	2.1	27.5	70.3	0		0	14.8	85.2	0		16.7	82.7	0.6	0		93.3	0.6	6.1	0		
PHF	.700	.838	.856	.000	.855	.000	.500	.639	.000	.675	.778	.724	.250	.000	.750	.738	.250	.714	.000	.755	
Vehicles	14	179	459	0	652	0	4	22	0	26	27	136	1	0	164	293	2	18	0	313	
% Vehicles	100	98.9	99.4	0	99.2	0	100	95.7	0	96.3	96.4	97.8	100	0	97.6	96.4	100	90	0	96	
Heavy Vehicles	0	2	3	0	5	0	0	1	0	1	1	3	0	0	4	11	0	2	0	13	
% Heavy Vehicles	0	1.1	0.6	0	0.8	0	0	4.3	0	3.7	3.6	2.2	0	0	2.4	3.6	0	10	0	4	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	4	26	69	0	99	0	0	0	0	0	0	23	0	0	23	66	1	4	0	71	193
14:15	1	31	68	0	100	0	0	4	0	4	8	25	1	0	34	46	0	1	0	47	185
14:30	4	38	65	0	107	0	0	3	0	3	0	29	0	0	29	44	1	1	0	46	185
14:45	3	24	57	0	84	0	2	3	0	5	0	19	0	0	19	58	1	6	0	65	173
Total	12	119	259	0	390	0	2	10	0	12	8	96	1	0	105	214	3	12	0	229	736
15:00	4	34	65	0	103	1	0	6	0	7	1	35	1	0	37	48	0	6	0	54	201
15:15	1	42	105	0	148	0	1	3	0	4	3	37	0	0	40	59	3	9	0	71	263
15:30	4	41	109	0	154	0	1	1	0	2	3	28	0	0	31	40	0	4	0	44	231
15:45	0	42	83	0	125	1	1	3	0	5	5	29	0	0	34	65	0	4	0	69	233
Total	9	159	362	0	530	2	3	13	0	18	12	129	1	0	142	212	3	23	0	238	928
16:00	2	44	83	0	129	0	3	2	0	5	4	39	0	0	43	99	0	5	0	104	281
16:15	5	42	131	0	178	0	1	9	0	10	3	27	0	0	30	74	0	3	0	77	295
16:30	3	54	135	0	192	0	1	4	0	5	6	42	1	0	49	55	2	6	0	63	309
16:45	3	42	98	0	143	0	0	3	0	3	7	26	1	0	34	56	1	7	0	64	244
Total	13	182	447	0	642	0	5	18	0	23	20	134	2	0	156	284	3	21	0	308	1129
17:00	3	41	95	0	139	0	2	6	0	8	6	36	0	0	42	60	0	6	0	66	255
17:15	1	60	106	0	167	0	2	1	0	3	9	24	0	0	33	73	0	8	0	81	284
17:30	3	49	86	0	138	0	0	3	0	3	7	47	0	0	54	51	0	6	0	57	252
17:45	2	48	96	0	146	0	1	4	0	5	5	29	1	0	35	63	0	17	0	80	266
Total	9	198	383	0	590	0	5	14	0	19	27	136	1	0	164	247	0	37	0	284	1057
18:00	0	47	103	0	150	0	0	9	0	9	7	22	0	0	29	58	1	11	0	70	258
18:15	2	34	76	0	112	0	0	4	0	4	6	22	0	0	28	45	0	8	0	53	197
18:30	3	31	117	0	151	0	0	2	0	2	5	16	1	0	22	37	1	5	0	43	218
18:45	4	29	83	0	116	0	0	0	0	0	2	15	0	0	17	28	0	4	0	32	165
Total	9	141	379	0	529	0	0	15	0	15	20	75	1	0	96	168	2	28	0	198	838
Grand Total	52	799	1830	0	2681	2	15	70	0	87	87	570	6	0	663	1125	11	121	0	1257	4688
Apprch %	1.9	29.8	68.3	0		2.3	17.2	80.5	0		13.1	86	0.9	0		89.5	0.9	9.6	0		
Total %	1.1	17	39	0	57.2	0	0.3	1.5	0	1.9	1.9	12.2	0.1	0	14.1	24	0.2	2.6	0	26.8	

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	2	44	83	0	129	0	**3**	2	0	5	4	39	0	0	43	**99**	0	5	0	**104**	281
16:15	**5**	42	131	0	178	0	1	**9**	0	**10**	3	27	0	0	30	74	0	3	0	77	295
16:30	3	**54**	**135**	0	**192**	0	1	4	0	5	6	**42**	**1**	0	**49**	55	**2**	6	0	63	**309**
16:45	3	42	98	0	143	0	0	3	0	3	**7**	26	1	0	34	56	1	**7**	0	64	244
Total Volume	13	182	447	0	642	0	5	18	0	23	20	134	2	0	156	284	3	21	0	308	1129
% App. Total	2	28.3	69.6	0		0	21.7	78.3	0		12.8	85.9	1.3	0		92.2	1	6.8	0		
PHF	.650	.843	.828	.000	.836	.000	.417	.500	.000	.575	.714	.798	.500	.000	.796	.717	.375	.750	.000	.740	.913

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023
Page No : 4

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:15					16:15					17:00					15:45					
+0 mins.	**5**	42	131	0	178	0	1	**9**	0	**10**	6	36	0	0	42	65	0	4	0	69	
+15 mins.	3	**54**	**135**	0	**192**	0	1	4	0	5	**9**	24	0	0	33	**99**	0	5	0	**104**	
+30 mins.	3	42	98	0	143	0	0	3	0	3	7	**47**	0	0	**54**	74	0	3	0	77	
+45 mins.	3	41	95	0	139	0	**2**	6	0	8	5	29	**1**	0	35	55	**2**	**6**	0	63	
Total Volume	14	179	459	0	652	0	4	22	0	26	27	136	1	0	164	293	2	18	0	313	
% App. Total	2.1	27.5	70.4	0		0	15.4	84.6	0		16.5	82.9	0.6	0		93.6	0.6	5.8	0		
PHF	.700	.829	.850	.000	.849	.000	.500	.611	.000	.650	.750	.723	.250	.000	.759	.740	.250	.750	.000	.752	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
14:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
14:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
14:45	0	1	2	0	3	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	7
Total	1	2	4	0	7	0	0	1	0	1	0	5	0	0	5	0	0	2	0	2	15
15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
15:15	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	2	0	1	0	3	6
15:30	0	1	3	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
15:45	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5	0	1	0	6	9
Total	0	2	4	0	6	0	1	0	0	1	4	2	0	0	6	7	0	2	0	9	22
16:00	1	0	2	0	3	0	0	0	0	0	1	2	0	0	3	4	0	0	0	4	10
16:15	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
16:45	0	1	2	0	3	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	6
Total	1	2	4	0	7	0	0	1	0	1	2	4	0	0	6	7	0	1	0	8	22
17:00	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
17:30	0	0	2	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	1	3	0	4	0	0	0	0	0	1	3	0	0	4	2	0	0	0	2	10
18:00	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	7
Grand Total	2	7	16	0	25	0	1	2	0	3	7	18	0	0	25	17	0	6	0	23	76
Apprch %	8	28	64	0		0	33.3	66.7	0		28	72	0	0		73.9	0	26.1	0		
Total %	2.6	9.2	21.1	0	32.9	0	1.3	2.6	0	3.9	9.2	23.7	0	0	32.9	22.4	0	7.9	0	30.3	

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:15																					
15:15	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	2	0	**1**	0	3	6
15:30	0	**1**	**3**	0	**4**	0	0	0	0	0	**2**	0	0	0	2	0	0	0	0	0	6
15:45	0	1	0	0	1	0	**1**	0	0	**1**	0	1	0	0	1	**5**	0	1	0	**6**	9
16:00	**1**	0	2	0	3	0	0	0	0	0	1	**2**	0	0	**3**	4	0	0	0	4	**10**
Total Volume	1	2	6	0	9	0	1	0	0	1	4	4	0	0	8	11	0	2	0	13	31
% App. Total	11.1	22.2	66.7	0		0	100	0	0		50	50	0	0		84.6	0	15.4	0		
PHF	.250	.500	.500	.000	.563	.000	.250	.000	.000	.250	.500	.500	.000	.000	.667	.550	.000	.500	.000	.542	.775

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:15					14:00					15:15					15:15					
+0 mins.	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	2	0	**1**	0	3	
+15 mins.	0	**1**	**3**	0	**4**	0	0	0	0	0	**2**	0	0	0	2	0	0	0	0	0	
+30 mins.	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	**5**	0	1	0	**6**	
+45 mins.	**1**	0	2	0	3	0	0	**1**	0	**1**	1	**2**	0	0	**3**	4	0	0	0	4	
Total Volume	1	2	6	0	9	0	0	1	0	1	4	4	0	0	8	11	0	2	0	13	
% App. Total	11.1	22.2	66.7	0		0	0	100	0		50	50	0	0		84.6	0	15.4	0		
PHF	.250	.500	.500	.000	.563	.000	.000	.250	.000	.250	.500	.500	.000	.000	.667	.550	.000	.500	.000	.542	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023
Page No : 7

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:00																					
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - PM
Site Code : 2
Start Date : 11/15/2023

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	14:00					14:00					14:00					14:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - AM
Site Code : 3
Start Date : 11/15/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	10	0	1	0	11	0	13	3	0	16	0	2	1	0	3	3	73	0	0	76	106
07:15	10	1	3	0	14	0	21	3	0	24	0	4	0	0	4	3	85	0	0	88	130
07:30	9	3	1	0	13	0	40	9	0	49	0	2	1	0	3	5	73	0	0	78	143
07:45	14	1	3	0	18	0	43	14	0	57	0	5	0	0	5	3	66	0	0	69	149
Total	43	5	8	0	56	0	117	29	0	146	0	13	2	0	15	14	297	0	0	311	528
08:00	9	0	1	0	10	0	18	7	0	25	1	1	0	0	2	3	76	0	0	79	116
08:15	12	6	1	0	19	0	43	4	0	47	0	3	0	0	3	5	76	0	0	81	150
08:30	8	3	0	0	11	1	48	4	0	53	1	2	0	0	3	1	64	0	0	65	132
08:45	6	0	5	0	11	0	29	3	0	32	1	1	0	0	2	2	56	0	0	58	103
Total	35	9	7	0	51	1	138	18	0	157	3	7	0	0	10	11	272	0	0	283	501
Grand Total	78	14	15	0	107	1	255	47	0	303	3	20	2	0	25	25	569	0	0	594	1029
Apprch %	72.9	13.1	14	0		0.3	84.2	15.5	0		12	80	8	0		4.2	95.8	0	0		
Total %	7.6	1.4	1.5	0	10.4	0.1	24.8	4.6	0	29.4	0.3	1.9	0.2	0	2.4	2.4	55.3	0	0	57.7	
Vehicles	78	14	15	0	107	1	252	45	0	298	3	19	2	0	24	23	567	0	0	590	1019
% Vehicles	100	100	100	0	100	100	98.8	95.7	0	98.3	100	95	100	0	96	92	99.6	0	0	99.3	99
Heavy Vehicles	0	0	0	0	0	0	3	2	0	5	0	1	0	0	1	2	2	0	0	4	10
% Heavy Vehicles	0	0	0	0	0	0	1.2	4.3	0	1.7	0	5	0	0	4	8	0.4	0	0	0.7	1

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	9	3	1	0	13	0	40	9	0	49	0	2	**1**	0	3	**5**	73	0	0	78	143
07:45	**14**	1	**3**	0	18	0	**43**	**14**	0	**57**	0	**5**	0	0	**5**	3	66	0	0	69	149
08:00	9	0	1	0	10	0	18	7	0	25	**1**	1	0	0	2	3	**76**	0	0	79	116
08:15	12	**6**	1	0	**19**	0	43	4	0	47	0	3	0	0	3	5	76	0	0	**81**	**150**
Total Volume	44	10	6	0	60	0	144	34	0	178	1	11	1	0	13	16	291	0	0	307	558
% App. Total	73.3	16.7	10	0		0	80.9	19.1	0		7.7	84.6	7.7	0		5.2	94.8	0	0		
PHF	.786	.417	.500	.000	.789	.000	.837	.607	.000	.781	.250	.550	.250	.000	.650	.800	.957	.000	.000	.948	.930
Vehicles	44	10	6	0	60	0	143	32	0	175	1	11	1	0	13	15	290	0	0	305	553
% Vehicles	100	100	100	0	100	0	99.3	94.1	0	98.3	100	100	100	0	100	93.8	99.7	0	0	99.3	99.1
Heavy Vehicles	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	1	0	0	2	5
% Heavy Vehicles	0	0	0	0	0	0	0.7	5.9	0	1.7	0	0	0	0	0	6.3	0.3	0	0	0.7	0.9

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - AM
Site Code : 3
Start Date : 11/15/2023
Page No : 2

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30					07:45					07:00					07:15					
+0 mins.	9	3	1	0	13	0	43	**14**	0	**57**	0	2	**1**	0	3	3	**85**	0	0	**88**	
+15 mins.	**14**	1	**3**	0	18	0	18	7	0	25	0	4	0	0	4	**5**	73	0	0	78	
+30 mins.	9	0	1	0	10	0	43	4	0	47	0	2	1	0	3	3	66	0	0	69	
+45 mins.	12	**6**	1	0	**19**	**1**	**48**	4	0	53	0	**5**	0	0	**5**	3	76	0	0	79	
Total Volume	44	10	6	0	60	1	152	29	0	182	0	13	2	0	15	14	300	0	0	314	
% App. Total	73.3	16.7	10	0		0.5	83.5	15.9	0		0	86.7	13.3	0		4.5	95.5	0	0		
PHF	.786	.417	.500	.000	.789	.250	.792	.518	.000	.798	.000	.650	.500	.000	.750	.700	.882	.000	.000	.892	
Vehicles	44	10	6	0	60	1	151	29	0	181	0	13	2	0	15	12	300	0	0	312	
% Vehicles	100	100	100	0	100	100	99.3	100	0	99.5	0	100	100	0	100	85.7	100	0	0	99.4	
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	
% Heavy Vehicles	0	0	0	0	0	0	0.7	0	0	0.5	0	0	0	0	0	14.3	0	0	0	0.6	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - AM
Site Code : 3
Start Date : 11/15/2023
Page No : 3

Groups Printed- Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	10	0	1	0	11	0	13	3	0	16	0	2	1	0	3	3	73	0	0	76	106
07:15	10	1	3	0	14	0	20	3	0	23	0	4	0	0	4	2	85	0	0	87	128
07:30	9	3	1	0	13	0	39	7	0	46	0	2	1	0	3	4	73	0	0	77	139
07:45	14	1	3	0	18	0	43	14	0	57	0	5	0	0	5	3	66	0	0	69	149
Total	43	5	8	0	56	0	115	27	0	142	0	13	2	0	15	12	297	0	0	309	522
08:00	9	0	1	0	10	0	18	7	0	25	1	1	0	0	2	3	76	0	0	79	116
08:15	12	6	1	0	19	0	43	4	0	47	0	3	0	0	3	5	75	0	0	80	149
08:30	8	3	0	0	11	1	47	4	0	52	1	1	0	0	2	1	63	0	0	64	129
08:45	6	0	5	0	11	0	29	3	0	32	1	1	0	0	2	2	56	0	0	58	103
Total	35	9	7	0	51	1	137	18	0	156	3	6	0	0	9	11	270	0	0	281	497
Grand Total	78	14	15	0	107	1	252	45	0	298	3	19	2	0	24	23	567	0	0	590	1019
Apprch %	72.9	13.1	14	0		0.3	84.6	15.1	0		12.5	79.2	8.3	0		3.9	96.1	0	0		
Total %	7.7	1.4	1.5	0	10.5	0.1	24.7	4.4	0	29.2	0.3	1.9	0.2	0	2.4	2.3	55.6	0	0	57.9	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	9	3	1	0	13	0	39	7	0	46	0	2	**1**	0	3	4	73	0	0	77	139
07:45	**14**	1	**3**	0	18	0	**43**	**14**	0	**57**	0	**5**	0	0	**5**	3	66	0	0	69	**149**
08:00	9	0	1	0	10	0	18	7	0	25	**1**	1	0	0	2	3	**76**	0	0	79	116
08:15	12	**6**	1	0	**19**	0	43	4	0	47	0	3	0	0	3	**5**	75	0	0	**80**	149
Total Volume	44	10	6	0	60	0	143	32	0	175	1	11	1	0	13	15	290	0	0	305	553
% App. Total	73.3	16.7	10	0		0	81.7	18.3	0		7.7	84.6	7.7	0		4.9	95.1	0	0		
PHF	.786	.417	.500	.000	.789	.000	.831	.571	.000	.768	.250	.550	.250	.000	.650	.750	.954	.000	.000	.953	.928

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30					07:45					07:00					07:15				
+0 mins.	9	3	1	0	13	0	43	**14**	0	**57**	0	2	**1**	0	3	2	**85**	0	0	**87**
+15 mins.	**14**	1	**3**	0	18	0	18	7	0	25	0	4	0	0	4	**4**	73	0	0	77
+30 mins.	9	0	1	0	10	0	43	4	0	47	0	2	1	0	3	3	66	0	0	69
+45 mins.	12	**6**	1	0	**19**	**1**	**47**	4	0	52	0	**5**	0	0	**5**	3	76	0	0	79
Total Volume	44	10	6	0	60	1	151	29	0	181	0	13	2	0	15	12	300	0	0	312
% App. Total	73.3	16.7	10	0		0.6	83.4	16	0		0	86.7	13.3	0		3.8	96.2	0	0	
PHF	.786	.417	.500	.000	.789	.250	.803	.518	.000	.794	.000	.650	.500	.000	.750	.750	.882	.000	.000	.897

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - AM
Site Code : 3
Start Date : 11/15/2023
Page No : 4

Groups Printed- Heavy Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
07:30	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	4
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	2	0	0	0	2	6
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
Grand Total	0	0	0	0	0	0	3	2	0	5	0	1	0	0	1	2	2	0	0	4	10
Apprch %	0	0	0	0		0	60	40	0		0	100	0	0		50	50	0	0		
Total %	0	0	0	0	0	0	30	20	0	50	0	10	0	0	10	20	20	0	0	40	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	**1**	0	0	0	**1**	2
07:30	0	0	0	0	0	0	1	**2**	0	**3**	0	0	0	0	0	1	0	0	0	1	**4**
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	2	0	0	0	2	6
% App. Total	0	0	0	0		0	50	50	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.000	.333	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.375

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:45					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	**1**	0	0	0	**1**
+30 mins.	0	0	0	0	0	0	1	**2**	0	**3**	0	0	0	0	0	1	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	4	0	1	0	0	1	2	0	0	0	2
% App. Total	0	0	0	0		0	50	50	0		0	100	0	0		100	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.000	.333	.000	.250	.000	.000	.250	.500	.000	.000	.000	.500

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - AM
Site Code : 3
Start Date : 11/15/2023
Page No : 5

Groups Printed- Pedestrians

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**2**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:45				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - PM
Site Code : 3
Start Date : 11/15/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	3	2	3	0	8	0	47	3	0	50	0	0	0	0	0	2	53	1	0	56	114
14:15	4	3	1	0	8	0	56	6	0	62	0	2	0	0	2	3	29	0	0	32	104
14:30	2	3	4	0	9	0	48	7	0	55	0	2	0	0	2	2	38	0	0	40	106
14:45	7	1	1	0	9	0	39	5	0	44	0	4	1	0	5	5	44	1	0	50	108
Total	16	9	9	0	34	0	190	21	0	211	0	8	1	0	9	12	164	2	0	178	432
15:00	7	1	4	0	12	1	42	3	0	46	0	3	0	0	3	1	38	1	0	40	101
15:15	7	5	1	0	13	0	68	8	0	76	0	4	0	0	4	2	38	0	0	40	133
15:30	8	6	1	0	15	0	93	13	0	106	1	2	0	0	3	2	28	1	0	31	155
15:45	6	4	0	0	10	0	62	11	0	73	1	3	0	0	4	4	53	0	0	57	144
Total	28	16	6	0	50	1	265	35	0	301	2	12	0	0	14	9	157	2	0	168	533
16:00	8	1	1	0	10	0	59	8	0	67	0	1	0	0	1	2	65	0	0	67	145
16:15	3	4	0	0	7	0	100	15	0	115	1	0	1	0	2	2	49	2	0	53	177
16:30	4	3	3	0	10	0	95	12	0	107	0	3	0	0	3	1	52	0	0	53	173
16:45	4	2	3	0	9	0	87	8	0	95	0	2	0	0	2	1	43	1	0	45	151
Total	19	10	7	0	36	0	341	43	0	384	1	6	1	0	8	6	209	3	0	218	646
17:00	3	2	3	0	8	0	84	9	0	93	0	1	0	0	1	2	40	0	0	42	144
17:15	6	2	1	0	9	0	65	7	0	72	1	2	0	0	3	2	65	1	0	68	152
17:30	6	6	1	0	13	0	76	5	0	81	0	1	0	0	1	0	59	0	0	59	154
17:45	9	3	1	0	13	0	77	7	0	84	0	4	1	0	5	0	54	0	0	54	156
Total	24	13	6	0	43	0	302	28	0	330	1	8	1	0	10	4	218	1	0	223	606
18:00	6	2	1	0	9	0	82	10	0	92	0	4	0	0	4	1	37	1	0	39	144
18:15	7	1	4	0	12	0	56	3	0	59	1	3	0	0	4	1	37	0	0	38	113
18:30	3	2	2	0	7	0	57	11	0	68	1	0	0	0	1	0	32	1	0	33	109
18:45	3	2	0	0	5	0	59	7	0	66	0	2	0	0	2	1	24	0	0	25	98
Total	19	7	7	0	33	0	254	31	0	285	2	9	0	0	11	3	130	2	0	135	464
Grand Total	106	55	35	0	196	1	1352	158	0	1511	6	43	3	0	52	34	878	10	0	922	2681
Apprch %	54.1	28.1	17.9	0		0.1	89.5	10.5	0		11.5	82.7	5.8	0		3.7	95.2	1.1	0		
Total %	4	2.1	1.3	0	7.3	0	50.4	5.9	0	56.4	0.2	1.6	0.1	0	1.9	1.3	32.7	0.4	0	34.4	
Vehicles	105	55	34	0	194	1	1331	152	0	1484	6	43	3	0	52	33	869	10	0	912	2642
% Vehicles	99.1	100	97.1	0	99	100	98.4	96.2	0	98.2	100	100	100	0	100	97.1	99	100	0	98.9	98.5
Heavy Vehicles	1	0	1	0	2	0	21	6	0	27	0	0	0	0	0	1	9	0	0	10	39
% Heavy Vehicles	0.9	0	2.9	0	1	0	1.6	3.8	0	1.8	0	0	0	0	0	2.9	1	0	0	1.1	1.5

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - PM
Site Code : 3
Start Date : 11/15/2023
Page No : 2

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	7	1	**4**	0	12	**1**	42	3	0	46	0	3	0	0	3	1	38	**1**	0	40	101
15:15	7	5	1	0	13	0	68	8	0	76	0	**4**	0	0	**4**	2	38	0	0	40	133
15:30	**8**	**6**	1	0	**15**	0	**93**	**13**	0	**106**	**1**	2	0	0	3	2	28	1	0	31	**155**
15:45	6	4	0	0	10	0	62	11	0	73	1	3	0	0	4	**4**	**53**	0	0	**57**	144
Total Volume	28	16	6	0	50	1	265	35	0	301	2	12	0	0	14	9	157	2	0	168	533
% App. Total	56	32	12	0		0.3	88	11.6	0		14.3	85.7	0	0		5.4	93.5	1.2	0		
PHF	.875	.667	.375	.000	.833	.250	.712	.673	.000	.710	.500	.750	.000	.000	.875	.563	.741	.500	.000	.737	.860
Vehicles	28	16	5	0	49	1	259	33	0	293	2	12	0	0	14	9	153	2	0	164	520
% Vehicles	100	100	83.3	0	98.0	100	97.7	94.3	0	97.3	100	100	0	0	100	100	97.5	100	0	97.6	97.6
Heavy Vehicles	0	0	1	0	1	0	6	2	0	8	0	0	0	0	0	0	4	0	0	4	13
% Heavy Vehicles	0	0	16.7	0	2.0	0	2.3	5.7	0	2.7	0	0	0	0	0	0	2.5	0	0	2.4	2.4

Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	15:00					15:00					14:45					14:00					
+0 mins.	7	1	**4**	0	12	**1**	42	3	0	46	0	**4**	**1**	0	**5**	2	**53**	**1**	0	**56**	
+15 mins.	7	5	1	0	13	0	68	8	0	76	0	3	0	0	3	3	29	0	0	32	
+30 mins.	**8**	**6**	1	0	**15**	0	**93**	**13**	0	**106**	0	4	0	0	4	2	38	0	0	40	
+45 mins.	6	4	0	0	10	0	62	11	0	73	**1**	2	0	0	3	**5**	44	1	0	50	
Total Volume	28	16	6	0	50	1	265	35	0	301	1	13	1	0	15	12	164	2	0	178	
% App. Total	56	32	12	0		0.3	88	11.6	0		6.7	86.7	6.7	0		6.7	92.1	1.1	0		
PHF	.875	.667	.375	.000	.833	.250	.712	.673	.000	.710	.250	.813	.250	.000	.750	.600	.774	.500	.000	.795	
Vehicles	28	16	5	0	49	1	259	33	0	293	1	13	1	0	15	12	164	2	0	178	
% Vehicles	100	100	83.3	0	98	100	97.7	94.3	0	97.3	100	100	100	0	100	100	100	100	0	100	
Heavy Vehicles	0	0	1	0	1	0	6	2	0	8	0	0	0	0	0	0	0	0	0	0	
% Heavy Vehicles	0	0	16.7	0	2	0	2.3	5.7	0	2.7	0	0	0	0	0	0	0	0	0	0	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - PM
Site Code : 3
Start Date : 11/15/2023
Page No : 3

Groups Printed- Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	3	2	3	0	8	0	46	3	0	49	0	0	0	0	0	2	53	1	0	56	113
14:15	3	3	1	0	7	0	54	6	0	60	0	2	0	0	2	3	29	0	0	32	101
14:30	2	3	4	0	9	0	48	7	0	55	0	2	0	0	2	2	38	0	0	40	106
14:45	7	1	1	0	9	0	38	5	0	43	0	4	1	0	5	5	44	1	0	50	107
Total	15	9	9	0	33	0	186	21	0	207	0	8	1	0	9	12	164	2	0	178	427
15:00	7	1	4	0	12	1	41	3	0	45	0	3	0	0	3	1	38	1	0	40	100
15:15	7	5	0	0	12	0	67	8	0	75	0	4	0	0	4	2	37	0	0	39	130
15:30	8	6	1	0	15	0	89	13	0	102	1	2	0	0	3	2	28	1	0	31	151
15:45	6	4	0	0	10	0	62	9	0	71	1	3	0	0	4	4	50	0	0	54	139
Total	28	16	5	0	49	1	259	33	0	293	2	12	0	0	14	9	153	2	0	164	520
16:00	8	1	1	0	10	0	57	8	0	65	0	1	0	0	1	2	64	0	0	66	142
16:15	3	4	0	0	7	0	98	14	0	112	1	0	1	0	2	1	49	2	0	52	173
16:30	4	3	3	0	10	0	95	12	0	107	0	3	0	0	3	1	51	0	0	52	172
16:45	4	2	3	0	9	0	86	8	0	94	0	2	0	0	2	1	43	1	0	45	150
Total	19	10	7	0	36	0	336	42	0	378	1	6	1	0	8	5	207	3	0	215	637
17:00	3	2	3	0	8	0	83	7	0	90	0	1	0	0	1	2	40	0	0	42	141
17:15	6	2	1	0	9	0	65	6	0	71	1	2	0	0	3	2	65	1	0	68	151
17:30	6	6	1	0	13	0	74	5	0	79	0	1	0	0	1	0	59	0	0	59	152
17:45	9	3	1	0	13	0	76	7	0	83	0	4	1	0	5	0	53	0	0	53	154
Total	24	13	6	0	43	0	298	25	0	323	1	8	1	0	10	4	217	1	0	222	598
18:00	6	2	1	0	9	0	81	10	0	91	0	4	0	0	4	1	36	1	0	38	142
18:15	7	1	4	0	12	0	56	3	0	59	1	3	0	0	4	1	36	0	0	37	112
18:30	3	2	2	0	7	0	57	11	0	68	1	0	0	0	1	0	32	1	0	33	109
18:45	3	2	0	0	5	0	58	7	0	65	0	2	0	0	2	1	24	0	0	25	97
Total	19	7	7	0	33	0	252	31	0	283	2	9	0	0	11	3	128	2	0	133	460
Grand Total	105	55	34	0	194	1	1331	152	0	1484	6	43	3	0	52	33	869	10	0	912	2642
Apprch %	54.1	28.4	17.5	0		0.1	89.7	10.2	0		11.5	82.7	5.8	0		3.6	95.3	1.1	0		
Total %	4	2.1	1.3	0	7.3	0	50.4	5.8	0	56.2	0.2	1.6	0.1	0	2	1.2	32.9	0.4	0	34.5	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	7	1	**4**	0	12	**1**	41	3	0	45	0	3	0	0	3	1	38	**1**	0	40	100
15:15	7	5	0	0	12	0	67	8	0	75	0	**4**	0	0	**4**	2	37	0	0	39	130
15:30	**8**	**6**	1	0	**15**	0	**89**	**13**	0	**102**	**1**	2	0	0	3	2	28	1	0	31	**151**
15:45	6	4	0	0	10	0	62	9	0	71	1	3	0	0	4	**4**	**50**	0	0	**54**	139
Total Volume	28	16	5	0	49	1	259	33	0	293	2	12	0	0	14	9	153	2	0	164	520
% App. Total	57.1	32.7	10.2	0		0.3	88.4	11.3	0		14.3	85.7	0	0		5.5	93.3	1.2	0		
PHF	.875	.667	.313	.000	.817	.250	.728	.635	.000	.718	.500	.750	.000	.000	.875	.563	.765	.500	.000	.759	.861

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - PM
Site Code : 3
Start Date : 11/15/2023
Page No : 4

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:00					15:00					14:45					14:00					
+0 mins.	7	1	**4**	0	12	**1**	41	3	0	45	0	**4**	**1**	0	**5**	2	**53**	**1**	0	**56**	
+15 mins.	7	5	0	0	12	0	67	8	0	75	0	3	0	0	3	3	29	0	0	32	
+30 mins.	**8**	**6**	1	0	**15**	0	**89**	**13**	0	**102**	0	4	0	0	4	2	38	0	0	40	
+45 mins.	6	4	0	0	10	0	62	9	0	71	**1**	2	0	0	3	**5**	44	1	0	50	
Total Volume	28	16	5	0	49	1	259	33	0	293	1	13	1	0	15	12	164	2	0	178	
% App. Total	57.1	32.7	10.2	0		0.3	88.4	11.3	0		6.7	86.7	6.7	0		6.7	92.1	1.1	0		
PHF	.875	.667	.313	.000	.817	.250	.728	.635	.000	.718	.250	.813	.250	.000	.750	.600	.774	.500	.000	.795	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - PM
Site Code : 3
Start Date : 11/15/2023
Page No : 5

Groups Printed- Heavy Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:15	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
15:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
15:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	0	0	1	0	1	0	6	2	0	8	0	0	0	0	0	0	4	0	0	4	13
16:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
16:15	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	1	2	0	0	3	9
17:00	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	0	1	0	0	1	8
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Grand Total	1	0	1	0	2	0	21	6	0	27	0	0	0	0	0	1	9	0	0	10	39
Apprch %	50	0	50	0		0	77.8	22.2	0		0	0	0	0		10	90	0	0		
Total %	2.6	0	2.6	0	5.1	0	53.8	15.4	0	69.2	0	0	0	0	0	2.6	23.1	0	0	25.6	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	**1**	0	**1**	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
15:30	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0	0	0	0	0	0	0	4
15:45	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	**3**	0	0	**3**	**5**
Total Volume	0	0	1	0	1	0	6	2	0	8	0	0	0	0	0	0	4	0	0	4	13
% App. Total	0	0	100	0		0	75	25	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.250	.000	.250	.000	.375	.250	.000	.500	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.650

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - PM
Site Code : 3
Start Date : 11/15/2023
Page No : 6

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	14:00					15:00					14:00					15:00					
+0 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
+15 mins.	**1**	0	0	0	**1**	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	
+30 mins.	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	**3**	0	0	**3**	
Total Volume	1	0	0	0	1	0	6	2	0	8	0	0	0	0	0	0	4	0	0	4	
% App. Total	100	0	0	0		0	75	25	0		0	0	0	0		0	100	0	0		
PHF	.250	.000	.000	.000	.250	.000	.375	.250	.000	.500	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - PM
Site Code : 3
Start Date : 11/15/2023
Page No : 7

Groups Printed- Pedestrians

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	75	0	0	75	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:00																					
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 3 - Boggy Ford Rd & National Dr - PM
Site Code : 3
Start Date : 11/15/2023
Page No : 8

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	14:00					14:00					14:00					14:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

APPENDIX C

INTERSECTION ANALYSES

APPENDIX C.1

INTERSECTION ANALYSES

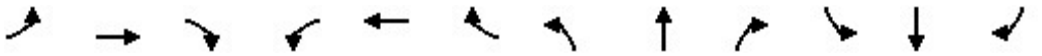
EXISTING CONDITIONS



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	359	58	66	22	734	16	459	159
v/c Ratio	0.80	0.11	0.42	0.06	0.87	0.09	0.55	0.20
Control Delay	49.4	0.4	32.1	12.1	36.8	12.6	22.0	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	0.4	32.1	12.1	36.8	12.6	22.0	3.7
Queue Length 50th (ft)	199	0	15	7	356	5	178	0
Queue Length 95th (ft)	#365	0	56	17	#622	14	300	31
Internal Link Dist (ft)	425		298		1363		345	
Turn Bay Length (ft)				105		190		180
Base Capacity (vph)	516	569	159	374	1033	183	1036	950
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.10	0.42	0.06	0.71	0.09	0.44	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	11	49	16	6	34	19	610	14	14	390	135
Future Volume (veh/h)	294	11	49	16	6	34	19	610	14	14	390	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	346	13	58	19	7	40	22	718	16	16	459	159
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	390	15	360	26	9	54	313	784	17	156	795	674
Arrive On Green	0.23	0.23	0.23	0.05	0.05	0.05	0.02	0.43	0.43	0.02	0.43	0.43
Sat Flow, veh/h	1706	64	1572	475	175	1001	1767	1808	40	1767	1856	1572
Grp Volume(v), veh/h	359	0	58	66	0	0	22	0	734	16	459	159
Grp Sat Flow(s),veh/h/ln	1770	0	1572	1652	0	0	1767	0	1848	1767	1856	1572
Q Serve(g_s), s	17.7	0.0	2.7	3.6	0.0	0.0	0.6	0.0	33.7	0.5	17.0	5.8
Cycle Q Clear(g_c), s	17.7	0.0	2.7	3.6	0.0	0.0	0.6	0.0	33.7	0.5	17.0	5.8
Prop In Lane	0.96		1.00	0.29		0.61	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	405	0	360	89	0	0	313	0	802	156	795	674
V/C Ratio(X)	0.89	0.00	0.16	0.74	0.00	0.00	0.07	0.00	0.92	0.10	0.58	0.24
Avail Cap(c_a), veh/h	470	0	418	110	0	0	370	0	941	221	944	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	27.9	42.2	0.0	0.0	15.4	0.0	24.0	20.2	19.6	16.4
Incr Delay (d2), s/veh	16.5	0.0	0.2	19.0	0.0	0.0	0.1	0.0	12.1	0.3	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	1.0	1.9	0.0	0.0	0.2	0.0	15.9	0.2	6.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	0.0	28.1	61.2	0.0	0.0	15.5	0.0	36.2	20.5	20.3	16.6
LnGrp LOS	D	A	C	E	A	A	B	A	D	C	C	B
Approach Vol, veh/h		417			66			756			634	
Approach Delay, s/veh		47.2			61.2			35.6			19.4	
Approach LOS		D			E			D			B	

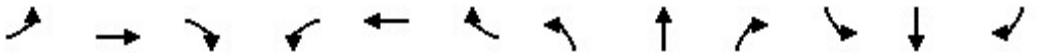
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	45.2		10.9	8.1	44.7		26.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	46.0		6.0	5.0	46.0		24.0				
Max Q Clear Time (g_c+I1), s	2.5	35.7		5.6	2.6	19.0		19.7				
Green Ext Time (p_c), s	0.0	3.5		0.0	0.0	3.3		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C



Lane Group	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	484	2	13	225	127	203
v/c Ratio	0.77	0.00	0.02	0.49	0.30	0.37
Control Delay	19.7	7.0	0.0	19.5	17.1	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	7.0	0.0	19.5	17.1	5.3
Queue Length 50th (ft)	86	0	0	46	25	0
Queue Length 95th (ft)	220	3	0	118	72	40
Internal Link Dist (ft)	1458	1130		711	2455	
Turn Bay Length (ft)			85			135
Base Capacity (vph)	993	1188	1183	793	743	798
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.00	0.01	0.28	0.17	0.25

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	439	3	13	1	1	12	16	194	2	16	103	191
Future Volume (veh/h)	439	3	13	1	1	12	16	194	2	16	103	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1411	1900	1900	1900	1900	1900	1885	1900	1811	1856	1856
Adj Flow Rate, veh/h	467	3	14	1	1	13	17	206	2	17	110	203
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	33	0	0	0	0	0	1	0	6	3	3
Cap, veh/h	698	3	16	551	511	826	109	335	3	122	323	302
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1023	7	31	815	997	1610	70	1744	16	115	1682	1572
Grp Volume(v), veh/h	484	0	0	2	0	13	225	0	0	127	0	203
Grp Sat Flow(s),veh/h/ln	1060	0	0	1812	0	1610	1830	0	0	1797	0	1572
Q Serve(g_s), s	16.6	0.0	0.0	0.0	0.0	0.2	0.7	0.0	0.0	0.0	0.0	4.9
Cycle Q Clear(g_c), s	16.7	0.0	0.0	0.0	0.0	0.2	4.5	0.0	0.0	2.4	0.0	4.9
Prop In Lane	0.96		0.03	0.50		1.00	0.08		0.01	0.13		1.00
Lane Grp Cap(c), veh/h	718	0	0	1062	0	826	447	0	0	446	0	302
V/C Ratio(X)	0.67	0.00	0.00	0.00	0.00	0.02	0.50	0.00	0.00	0.29	0.00	0.67
Avail Cap(c_a), veh/h	956	0	0	1427	0	1188	893	0	0	876	0	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	0.0	0.0	4.8	0.0	4.9	15.1	0.0	0.0	14.2	0.0	15.2
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.3	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.8	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	4.8	0.0	4.9	16.0	0.0	0.0	14.6	0.0	17.8
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		484			15			225			330	
Approach Delay, s/veh		10.1			4.9			16.0			16.6	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	13.8	26.9	13.8	26.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	30.0	18.0	30.0
Max Q Clear Time (g_c+I1), s	6.5	18.7	6.9	2.2
Green Ext Time (p_c), s	0.8	2.3	0.9	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	291	0	0	144	34	1	11	1	44	10	6
Future Vol, veh/h	16	291	0	0	144	34	1	11	1	44	10	6
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	2
Mvmt Flow	17	316	0	0	157	37	1	12	1	48	11	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	316	0	0	535	544	316	533	526	176
Stage 1	-	-	-	-	-	-	350	350	-	176	176	-
Stage 2	-	-	-	-	-	-	185	194	-	357	350	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1379	-	-	1244	-	-	456	446	724	458	457	867
Stage 1	-	-	-	-	-	-	666	633	-	826	753	-
Stage 2	-	-	-	-	-	-	817	740	-	661	633	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1379	-	-	1244	-	-	439	439	724	443	450	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	439	439	-	443	450	-
Stage 1	-	-	-	-	-	-	656	624	-	814	753	-
Stage 2	-	-	-	-	-	-	799	740	-	638	624	-

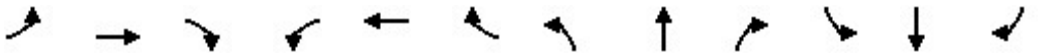
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	13.2	14
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	453	1379	-	-	1244	-	-	467
HCM Lane V/C Ratio	0.031	0.013	-	-	-	-	-	0.14
HCM Control Delay (s)	13.2	7.6	0	-	0	-	-	14
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	341	64	52	36	427	28	583	312
v/c Ratio	0.72	0.13	0.30	0.13	0.55	0.07	0.74	0.37
Control Delay	41.8	0.5	32.0	12.7	22.6	12.1	28.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	0.5	32.0	12.7	22.6	12.1	28.5	3.6
Queue Length 50th (ft)	191	0	14	11	203	8	311	0
Queue Length 95th (ft)	238	0	55	20	264	21	428	17
Internal Link Dist (ft)	425		298		1363		345	
Turn Bay Length (ft)				105		190		180
Base Capacity (vph)	625	618	172	274	1198	375	1204	1116
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.10	0.30	0.13	0.36	0.07	0.48	0.28

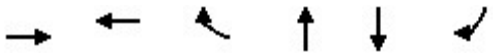
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	14	41	8	11	24	25	341	12	24	513	231
Future Volume (veh/h)	247	14	41	8	11	24	25	341	12	24	513	231
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1752	1900	1767	1841	1900	1885	1900	1841	1885	1856
Adj Flow Rate, veh/h	321	20	64	12	12	28	36	411	16	28	583	312
Peak Hour Factor	0.77	0.70	0.64	0.67	0.92	0.86	0.69	0.83	0.75	0.86	0.88	0.74
Percent Heavy Veh, %	2	7	10	0	9	4	0	1	0	4	1	3
Cap, veh/h	377	23	346	19	19	45	211	677	26	325	697	582
Arrive On Green	0.23	0.23	0.23	0.05	0.05	0.05	0.03	0.38	0.38	0.03	0.37	0.37
Sat Flow, veh/h	1615	101	1485	368	368	858	1810	1802	70	1753	1885	1572
Grp Volume(v), veh/h	341	0	64	52	0	0	36	0	427	28	583	312
Grp Sat Flow(s),veh/h/ln	1716	0	1485	1594	0	0	1810	0	1873	1753	1885	1572
Q Serve(g_s), s	14.7	0.0	2.7	2.5	0.0	0.0	0.9	0.0	14.3	0.8	21.9	12.1
Cycle Q Clear(g_c), s	14.7	0.0	2.7	2.5	0.0	0.0	0.9	0.0	14.3	0.8	21.9	12.1
Prop In Lane	0.94		1.00	0.23		0.54	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	400	0	346	83	0	0	211	0	703	325	697	582
V/C Ratio(X)	0.85	0.00	0.18	0.63	0.00	0.00	0.17	0.00	0.61	0.09	0.84	0.54
Avail Cap(c_a), veh/h	531	0	460	123	0	0	265	0	1112	387	1119	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	23.8	36.0	0.0	0.0	17.3	0.0	19.6	15.5	22.3	19.2
Incr Delay (d2), s/veh	9.9	0.0	0.3	7.5	0.0	0.0	0.4	0.0	0.9	0.1	3.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.9	1.1	0.0	0.0	0.4	0.0	5.7	0.3	9.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	0.0	24.0	43.5	0.0	0.0	17.7	0.0	20.4	15.6	25.4	20.0
LnGrp LOS	D	A	C	D	A	A	B	A	C	B	C	B
Approach Vol, veh/h		405			52			463			923	
Approach Delay, s/veh		36.0			43.5			20.2			23.3	
Approach LOS		D			D			C			C	

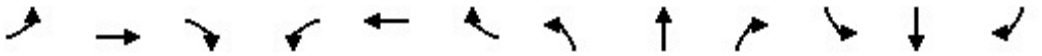
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	35.1		10.0	8.7	34.7		24.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	46.0		6.0	5.0	46.0		24.0				
Max Q Clear Time (g_c+I1), s	2.8	16.3		4.5	2.9	23.9		16.7				
Green Ext Time (p_c), s	0.0	2.6		0.0	0.0	4.8		1.3				

Intersection Summary		
HCM 6th Ctrl Delay		25.9
HCM 6th LOS		C



Lane Group	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	436	10	30	228	239	524
v/c Ratio	0.75	0.01	0.04	0.48	0.48	0.64
Control Delay	19.8	7.4	1.4	18.4	18.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	7.4	1.4	18.4	18.4	6.0
Queue Length 50th (ft)	78	1	0	44	47	0
Queue Length 95th (ft)	32	4	2	91	115	50
Internal Link Dist (ft)	1458	1130		711	2455	
Turn Bay Length (ft)			85			135
Base Capacity (vph)	965	1371	1136	753	787	995
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.01	0.03	0.30	0.30	0.53

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	3	22	0	5	19	22	138	2	14	184	451
Future Volume (veh/h)	291	3	22	0	5	19	22	138	2	14	184	451
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1752	1900	1900	1841	1841	1870	1900	1900	1885	1885
Adj Flow Rate, veh/h	393	12	31	0	10	30	28	192	8	20	219	524
Peak Hour Factor	0.74	0.25	0.71	0.92	0.50	0.64	0.78	0.72	0.25	0.70	0.84	0.86
Percent Heavy Veh, %	4	0	10	0	0	4	4	2	0	0	1	1
Cap, veh/h	621	14	37	0	712	585	121	571	22	106	655	585
Arrive On Green	0.37	0.37	0.37	0.00	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1263	39	100	0	1900	1560	92	1560	60	60	1790	1598
Grp Volume(v), veh/h	436	0	0	0	10	30	228	0	0	239	0	524
Grp Sat Flow(s),veh/h/ln	1401	0	0	0	1900	1560	1712	0	0	1850	0	1598
Q Serve(g_s), s	13.0	0.0	0.0	0.0	0.2	0.6	0.0	0.0	0.0	0.0	0.0	14.3
Cycle Q Clear(g_c), s	13.1	0.0	0.0	0.0	0.2	0.6	4.1	0.0	0.0	4.3	0.0	14.3
Prop In Lane	0.90		0.07	0.00		1.00	0.12		0.04	0.08		1.00
Lane Grp Cap(c), veh/h	673	0	0	0	712	585	714	0	0	761	0	585
V/C Ratio(X)	0.65	0.00	0.00	0.00	0.01	0.05	0.32	0.00	0.00	0.31	0.00	0.90
Avail Cap(c_a), veh/h	1059	0	0	0	1231	1011	749	0	0	802	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	0.0	9.1	9.2	10.6	0.0	0.0	10.7	0.0	13.8
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.0	15.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	0.0	0.1	0.2	1.2	0.0	0.0	1.2	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	0.0	0.0	9.1	9.3	10.9	0.0	0.0	10.9	0.0	29.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	C
Approach Vol, veh/h		436			40			228			763	
Approach Delay, s/veh		14.3			9.2			10.9			23.3	
Approach LOS		B			A			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.9		23.4		22.9		23.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		30.0		18.0		30.0				
Max Q Clear Time (g_c+I1), s		6.1		15.1		16.3		2.6				
Green Ext Time (p_c), s		0.9		2.3		0.6		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	157	2	1	265	35	2	12	0	28	16	6
Future Vol, veh/h	9	157	2	1	265	35	2	12	0	28	16	6
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	2
Mvmt Flow	10	171	2	1	288	38	2	13	0	30	17	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	326	0	0	173	0	0	513	520	172	508	502	307
Stage 1	-	-	-	-	-	-	192	192	-	309	309	-
Stage 2	-	-	-	-	-	-	321	328	-	199	193	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1234	-	-	1404	-	-	472	461	872	475	471	733
Stage 1	-	-	-	-	-	-	810	742	-	701	660	-
Stage 2	-	-	-	-	-	-	691	647	-	803	741	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1234	-	-	1404	-	-	451	456	872	461	466	733
Mov Cap-2 Maneuver	-	-	-	-	-	-	451	456	-	461	466	-
Stage 1	-	-	-	-	-	-	803	735	-	695	659	-
Stage 2	-	-	-	-	-	-	666	646	-	782	734	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	13.2	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	455	1234	-	-	1404	-	-	484
HCM Lane V/C Ratio	0.033	0.008	-	-	0.001	-	-	0.112
HCM Control Delay (s)	13.2	7.9	0	-	7.6	0	-	13.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

APPENDIX C.2

INTERSECTION ANALYSES

NO BUILD SCENARIO

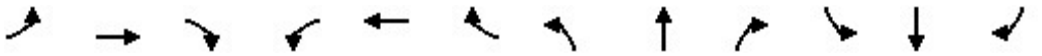


Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	373	64	70	35	1079	18	619	165
v/c Ratio	1.06	0.15	0.49	0.11	1.10	0.11	0.66	0.19
Control Delay	105.6	0.7	36.2	10.2	83.4	10.8	23.2	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.6	0.7	36.2	10.2	83.4	10.8	23.2	2.9
Queue Length 50th (ft)	~244	0	17	9	~727	5	311	0
Queue Length 95th (ft)	#443	0	59	21	#1045	13	403	29
Internal Link Dist (ft)	425		298		1363		345	
Turn Bay Length (ft)				105		190		180
Base Capacity (vph)	351	437	144	323	985	163	988	916
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.15	0.49	0.11	1.10	0.11	0.63	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	11	54	19	6	35	30	895	22	15	526	140
Future Volume (veh/h)	306	11	54	19	6	35	30	895	22	15	526	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	360	13	64	22	7	41	35	1053	26	18	619	165
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	320	12	295	28	9	51	288	907	22	106	913	773
Arrive On Green	0.19	0.19	0.19	0.05	0.05	0.05	0.03	0.50	0.50	0.02	0.49	0.49
Sat Flow, veh/h	1708	62	1572	520	166	969	1767	1803	45	1767	1856	1572
Grp Volume(v), veh/h	373	0	64	70	0	0	35	0	1079	18	619	165
Grp Sat Flow(s),veh/h/ln	1770	0	1572	1655	0	0	1767	0	1848	1767	1856	1572
Q Serve(g_s), s	19.0	0.0	3.5	4.2	0.0	0.0	1.0	0.0	51.0	0.5	25.8	6.0
Cycle Q Clear(g_c), s	19.0	0.0	3.5	4.2	0.0	0.0	1.0	0.0	51.0	0.5	25.8	6.0
Prop In Lane	0.97		1.00	0.31		0.59	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	332	0	295	88	0	0	288	0	930	106	913	773
V/C Ratio(X)	1.12	0.00	0.22	0.80	0.00	0.00	0.12	0.00	1.16	0.17	0.68	0.21
Avail Cap(c_a), veh/h	332	0	295	98	0	0	321	0	930	158	934	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	34.9	47.5	0.0	0.0	15.2	0.0	25.2	24.5	19.6	14.6
Incr Delay (d2), s/veh	87.3	0.0	0.4	32.9	0.0	0.0	0.2	0.0	84.3	0.8	1.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	0.0	1.4	2.5	0.0	0.0	0.4	0.0	41.7	0.2	10.7	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.5	0.0	35.2	80.4	0.0	0.0	15.4	0.0	109.5	25.2	21.6	14.8
LnGrp LOS	F	A	D	F	A	A	B	A	F	C	C	B
Approach Vol, veh/h		437			70			1114			802	
Approach Delay, s/veh		114.8			80.4			106.5			20.3	
Approach LOS		F			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	57.0		11.4	9.1	55.9		25.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	51.0		6.0	5.0	51.0		19.0				
Max Q Clear Time (g_c+I1), s	2.5	53.0		6.2	3.0	27.8		21.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	4.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		78.7
HCM 6th LOS		E



Lane Group	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	515	52	151	259	254	212
v/c Ratio	0.84	0.08	0.18	0.51	0.64	0.36
Control Delay	28.2	8.7	2.6	19.5	24.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	8.7	2.6	19.5	24.7	4.6
Queue Length 50th (ft)	123	8	0	70	73	0
Queue Length 95th (ft)	#329	26	25	127	137	38
Internal Link Dist (ft)	1458	1130		711	2455	
Turn Bay Length (ft)			85			135
Base Capacity (vph)	753	799	997	746	583	772
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.07	0.15	0.35	0.44	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	457	13	14	27	22	142	17	215	11	93	146	199
Future Volume (veh/h)	457	13	14	27	22	142	17	215	11	93	146	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1411	1900	1900	1900	1900	1900	1885	1900	1811	1856	1856
Adj Flow Rate, veh/h	486	14	15	29	23	151	18	229	12	99	155	212
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	33	0	0	0	0	0	1	0	6	3	3
Cap, veh/h	597	13	14	631	473	870	83	318	16	202	230	359
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	855	25	26	967	875	1610	36	1392	69	462	1005	1572
Grp Volume(v), veh/h	515	0	0	52	0	151	259	0	0	254	0	212
Grp Sat Flow(s),veh/h/ln	906	0	0	1842	0	1610	1497	0	0	1467	0	1572
Q Serve(g_s), s	27.3	0.0	0.0	0.0	0.0	2.5	0.6	0.0	0.0	0.0	0.0	6.2
Cycle Q Clear(g_c), s	28.0	0.0	0.0	0.7	0.0	2.5	9.0	0.0	0.0	8.4	0.0	6.2
Prop In Lane	0.94		0.03	0.56		1.00	0.07		0.05	0.39		1.00
Lane Grp Cap(c), veh/h	624	0	0	1103	0	870	416	0	0	432	0	359
V/C Ratio(X)	0.82	0.00	0.00	0.05	0.00	0.17	0.62	0.00	0.00	0.59	0.00	0.59
Avail Cap(c_a), veh/h	624	0	0	1103	0	870	694	0	0	665	0	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	5.6	0.0	6.1	18.0	0.0	0.0	18.4	0.0	17.8
Incr Delay (d2), s/veh	8.8	0.0	0.0	0.0	0.0	0.1	1.5	0.0	0.0	1.3	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	0.2	0.0	0.6	2.4	0.0	0.0	2.4	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	5.7	0.0	6.1	19.6	0.0	0.0	19.7	0.0	19.4
LnGrp LOS	C	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		515			203			259			466	
Approach Delay, s/veh		21.8			6.0			19.6			19.6	
Approach LOS		C			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.8		34.0		17.8		34.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		28.0		20.0		28.0				
Max Q Clear Time (g_c+I1), s		11.0		30.0		10.4		4.5				
Green Ext Time (p_c), s		0.8		0.0		1.5		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	313	0	0	171	35	1	11	1	46	10	6
Future Vol, veh/h	17	313	0	0	171	35	1	11	1	46	10	6
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	2
Mvmt Flow	18	340	0	0	186	38	1	12	1	50	11	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	224	0	0	340	0	0	590	600	340	588	581	205
Stage 1	-	-	-	-	-	-	376	376	-	205	205	-
Stage 2	-	-	-	-	-	-	214	224	-	383	376	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1345	-	-	1219	-	-	419	415	702	421	425	836
Stage 1	-	-	-	-	-	-	645	616	-	797	732	-
Stage 2	-	-	-	-	-	-	788	718	-	640	616	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1219	-	-	402	408	702	406	418	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	402	408	-	406	418	-
Stage 1	-	-	-	-	-	-	634	606	-	783	732	-
Stage 2	-	-	-	-	-	-	770	718	-	616	606	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	13.8	14.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	421	1345	-	-	1219	-	-	429
HCM Lane V/C Ratio	0.034	0.014	-	-	-	-	-	0.157
HCM Control Delay (s)	13.8	7.7	0	-	0	-	-	14.9
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

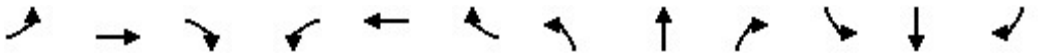


Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	320	65	61	39	694	29	1027	282
v/c Ratio	0.98	0.16	0.46	0.24	0.71	0.10	1.04	0.30
Control Delay	88.7	0.8	41.1	12.6	24.0	9.6	66.1	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.7	0.8	41.1	12.6	24.0	9.6	66.1	5.4
Queue Length 50th (ft)	~237	0	21	10	363	7	~800	26
Queue Length 95th (ft)	#375	0	59	22	467	18	#953	63
Internal Link Dist (ft)	425		298		1363		345	
Turn Bay Length (ft)				105		190		180
Base Capacity (vph)	326	417	132	161	982	287	986	934
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.16	0.46	0.24	0.71	0.10	1.04	0.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

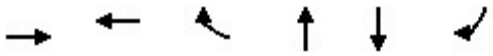
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	15	55	16	11	25	33	573	17	25	873	240
Future Volume (veh/h)	257	15	55	16	11	25	33	573	17	25	873	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	302	18	65	19	13	29	39	674	20	29	1027	282
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	294	18	277	25	17	39	128	921	27	283	943	799
Arrive On Green	0.18	0.18	0.18	0.05	0.05	0.05	0.03	0.51	0.51	0.03	0.51	0.51
Sat Flow, veh/h	1672	100	1572	525	359	801	1767	1793	53	1767	1856	1572
Grp Volume(v), veh/h	320	0	65	61	0	0	39	0	694	29	1027	282
Grp Sat Flow(s),veh/h/ln	1772	0	1572	1685	0	0	1767	0	1846	1767	1856	1572
Q Serve(g_s), s	18.0	0.0	3.6	3.7	0.0	0.0	1.1	0.0	30.0	0.8	52.0	11.0
Cycle Q Clear(g_c), s	18.0	0.0	3.6	3.7	0.0	0.0	1.1	0.0	30.0	0.8	52.0	11.0
Prop In Lane	0.94		1.00	0.31		0.48	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	312	0	277	81	0	0	128	0	948	283	943	799
V/C Ratio(X)	1.03	0.00	0.23	0.75	0.00	0.00	0.30	0.00	0.73	0.10	1.09	0.35
Avail Cap(c_a), veh/h	312	0	277	99	0	0	157	0	948	321	943	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	0.0	36.2	48.1	0.0	0.0	24.2	0.0	19.4	15.6	25.1	15.1
Incr Delay (d2), s/veh	57.9	0.0	0.4	22.1	0.0	0.0	1.3	0.0	2.9	0.2	56.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	0.0	1.4	2.0	0.0	0.0	0.5	0.0	12.4	0.3	35.2	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.0	0.0	36.7	70.2	0.0	0.0	25.6	0.0	22.3	15.8	81.6	15.3
LnGrp LOS	F	A	D	E	A	A	C	A	C	B	F	B
Approach Vol, veh/h		385			61			733			1338	
Approach Delay, s/veh		89.3			70.2			22.5			66.2	
Approach LOS		F			E			C			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	58.5		10.9	9.3	58.0		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	52.0		6.0	5.0	52.0		18.0				
Max Q Clear Time (g_c+I1), s	2.8	32.0		5.7	3.1	54.0		20.0				
Green Ext Time (p_c), s	0.0	4.5		0.0	0.0	0.0		0.0				

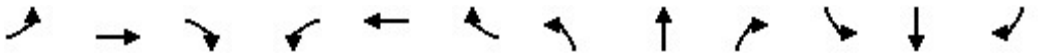
Intersection Summary		
HCM 6th Ctrl Delay		57.1
HCM 6th LOS		E



Lane Group	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	376	45	156	262	445	499
v/c Ratio	0.82	0.09	0.24	0.36	0.79	0.53
Control Delay	33.8	13.4	4.0	11.6	25.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	13.4	4.0	11.6	25.6	3.5
Queue Length 50th (ft)	114	10	0	54	124	0
Queue Length 95th (ft)	#257	29	32	99	#262	45
Internal Link Dist (ft)	1458	1130		711	2455	
Turn Bay Length (ft)			85			135
Base Capacity (vph)	552	635	762	937	728	1071
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.07	0.20	0.28	0.61	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	28	23	18	24	147	23	191	33	200	218	469
Future Volume (veh/h)	303	28	23	18	24	147	23	191	33	200	218	469
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1411	1900	1900	1900	1900	1900	1885	1900	1811	1856	1856
Adj Flow Rate, veh/h	322	30	24	19	26	156	24	203	35	213	232	499
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	33	0	0	0	0	0	1	0	6	3	3
Cap, veh/h	383	25	20	313	399	564	65	383	59	211	165	708
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	776	72	58	652	1139	1610	0	851	131	273	368	1572
Grp Volume(v), veh/h	376	0	0	45	0	156	262	0	0	445	0	499
Grp Sat Flow(s),veh/h/ln	906	0	0	1791	0	1610	983	0	0	640	0	1572
Q Serve(g_s), s	20.1	0.0	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	15.3
Cycle Q Clear(g_c), s	21.0	0.0	0.0	0.9	0.0	4.2	27.0	0.0	0.0	27.0	0.0	15.3
Prop In Lane	0.86		0.06	0.42		1.00	0.09		0.13	0.48		1.00
Lane Grp Cap(c), veh/h	428	0	0	712	0	564	508	0	0	377	0	708
V/C Ratio(X)	0.88	0.00	0.00	0.06	0.00	0.28	0.52	0.00	0.00	1.18	0.00	0.71
Avail Cap(c_a), veh/h	428	0	0	712	0	564	508	0	0	377	0	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	13.0	0.0	14.0	11.9	0.0	0.0	18.9	0.0	13.3
Incr Delay (d2), s/veh	18.3	0.0	0.0	0.0	0.0	0.3	0.9	0.0	0.0	105.5	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.0	0.4	0.0	1.4	1.8	0.0	0.0	15.9	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	0.0	0.0	13.0	0.0	14.3	12.8	0.0	0.0	124.4	0.0	16.5
LnGrp LOS	D	A	A	B	A	B	B	A	A	F	A	B
Approach Vol, veh/h		376			201			262			944	
Approach Delay, s/veh		39.8			14.0			12.8			67.4	
Approach LOS		D			B			B			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		27.0		33.0		27.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0				
Max Q Clear Time (g_c+I1), s		29.0		23.0		29.0		6.2				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	188	2	1	295	36	2	12	0	29	17	6
Future Vol, veh/h	9	188	2	1	295	36	2	12	0	29	17	6
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	2
Mvmt Flow	10	204	2	1	321	39	2	13	0	32	18	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	360	0	0	206	0	0	580	587	205	575	569	341
Stage 1	-	-	-	-	-	-	225	225	-	343	343	-
Stage 2	-	-	-	-	-	-	355	362	-	232	226	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1199	-	-	1365	-	-	426	422	836	429	432	701
Stage 1	-	-	-	-	-	-	778	718	-	672	637	-
Stage 2	-	-	-	-	-	-	662	625	-	771	717	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1199	-	-	1365	-	-	405	418	836	416	428	701
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	418	-	416	428	-
Stage 1	-	-	-	-	-	-	771	712	-	666	636	-
Stage 2	-	-	-	-	-	-	636	624	-	750	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14	14.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	416	1199	-	-	1365	-	-	441
HCM Lane V/C Ratio	0.037	0.008	-	-	0.001	-	-	0.128
HCM Control Delay (s)	14	8	0	-	7.6	0	-	14.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

APPENDIX C.3

INTERSECTION ANALYSES

BUILD SCENARIO

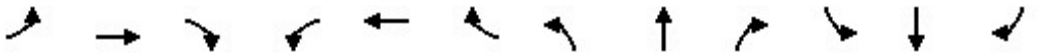


Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	373	64	70	35	1115	18	666	165
v/c Ratio	1.06	0.15	0.49	0.12	1.13	0.11	0.70	0.19
Control Delay	105.6	0.7	36.2	10.4	96.7	10.8	24.9	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.6	0.7	36.2	10.4	96.7	10.8	24.9	2.9
Queue Length 50th (ft)	~244	0	17	9	~773	5	348	0
Queue Length 95th (ft)	#443	0	59	21	#1094	13	449	29
Internal Link Dist (ft)	425		298		1363		345	
Turn Bay Length (ft)				105		190		180
Base Capacity (vph)	351	437	144	290	986	163	988	916
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.15	0.49	0.12	1.13	0.11	0.67	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

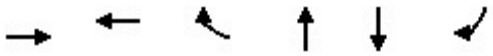
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	11	54	19	6	35	30	926	22	15	566	140
Future Volume (veh/h)	306	11	54	19	6	35	30	926	22	15	566	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	360	13	64	22	7	41	35	1089	26	18	666	165
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	320	12	295	28	9	51	262	908	22	106	913	773
Arrive On Green	0.19	0.19	0.19	0.05	0.05	0.05	0.03	0.50	0.50	0.02	0.49	0.49
Sat Flow, veh/h	1708	62	1572	520	166	969	1767	1805	43	1767	1856	1572
Grp Volume(v), veh/h	373	0	64	70	0	0	35	0	1115	18	666	165
Grp Sat Flow(s),veh/h/ln	1770	0	1572	1655	0	0	1767	0	1848	1767	1856	1572
Q Serve(g_s), s	19.0	0.0	3.5	4.2	0.0	0.0	1.0	0.0	51.0	0.5	28.8	6.0
Cycle Q Clear(g_c), s	19.0	0.0	3.5	4.2	0.0	0.0	1.0	0.0	51.0	0.5	28.8	6.0
Prop In Lane	0.97		1.00	0.31		0.59	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	332	0	295	88	0	0	262	0	930	106	913	773
V/C Ratio(X)	1.12	0.00	0.22	0.80	0.00	0.00	0.13	0.00	1.20	0.17	0.73	0.21
Avail Cap(c_a), veh/h	332	0	295	98	0	0	294	0	930	158	934	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	34.9	47.5	0.0	0.0	16.1	0.0	25.2	24.5	20.4	14.6
Incr Delay (d2), s/veh	87.3	0.0	0.4	32.9	0.0	0.0	0.2	0.0	100.1	0.8	2.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	0.0	1.4	2.5	0.0	0.0	0.4	0.0	45.8	0.2	12.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.5	0.0	35.2	80.4	0.0	0.0	16.3	0.0	125.3	25.2	23.3	14.8
LnGrp LOS	F	A	D	F	A	A	B	A	F	C	C	B
Approach Vol, veh/h		437			70			1150			849	
Approach Delay, s/veh		114.8			80.4			122.0			21.7	
Approach LOS		F			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	57.0		11.4	9.1	55.9		25.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	51.0		6.0	5.0	51.0		19.0				
Max Q Clear Time (g_c+I1), s	2.5	53.0		6.2	3.0	30.8		21.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	4.8		0.0				

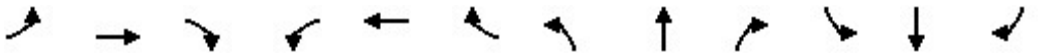
Intersection Summary		
HCM 6th Ctrl Delay		85.6
HCM 6th LOS		F



Lane Group	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	550	52	151	261	254	254
v/c Ratio	0.86	0.08	0.17	0.52	0.66	0.41
Control Delay	31.1	9.1	2.8	19.4	25.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	9.1	2.8	19.4	25.3	4.5
Queue Length 50th (ft)	133	8	0	66	69	0
Queue Length 95th (ft)	#379	28	27	120	130	39
Internal Link Dist (ft)	1458	1130		711	2455	
Turn Bay Length (ft)			85			135
Base Capacity (vph)	655	692	887	765	592	813
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.08	0.17	0.34	0.43	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	488	13	16	27	22	142	19	215	11	93	146	239
Future Volume (veh/h)	488	13	16	27	22	142	19	215	11	93	146	239
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1411	1900	1900	1900	1900	1900	1885	1900	1811	1856	1856
Adj Flow Rate, veh/h	519	14	17	29	23	151	20	229	12	99	155	254
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	33	0	0	0	0	0	1	0	6	3	3
Cap, veh/h	592	12	15	621	463	848	89	327	16	211	239	362
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	854	23	28	963	880	1610	45	1420	71	477	1038	1572
Grp Volume(v), veh/h	550	0	0	52	0	151	261	0	0	254	0	254
Grp Sat Flow(s),veh/h/ln	905	0	0	1842	0	1610	1536	0	0	1515	0	1572
Q Serve(g_s), s	25.3	0.0	0.0	0.0	0.0	2.4	0.8	0.0	0.0	0.0	0.0	7.3
Cycle Q Clear(g_c), s	26.0	0.0	0.0	0.7	0.0	2.4	8.3	0.0	0.0	7.5	0.0	7.3
Prop In Lane	0.94		0.03	0.56		1.00	0.08		0.05	0.39		1.00
Lane Grp Cap(c), veh/h	619	0	0	1084	0	848	432	0	0	450	0	362
V/C Ratio(X)	0.89	0.00	0.00	0.05	0.00	0.18	0.60	0.00	0.00	0.56	0.00	0.70
Avail Cap(c_a), veh/h	619	0	0	1084	0	848	809	0	0	770	0	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	5.7	0.0	6.1	17.1	0.0	0.0	17.4	0.0	17.4
Incr Delay (d2), s/veh	14.9	0.0	0.0	0.0	0.0	0.1	1.4	0.0	0.0	1.1	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	0.0	0.2	0.0	0.6	2.2	0.0	0.0	2.2	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	0.0	5.7	0.0	6.2	18.5	0.0	0.0	18.5	0.0	19.9
LnGrp LOS	C	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		550			203			261			508	
Approach Delay, s/veh		28.5			6.1			18.5			19.2	
Approach LOS		C			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.4		32.0		17.4		32.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		22.0		26.0		22.0		26.0				
Max Q Clear Time (g_c+I1), s		10.3		28.0		9.5		4.4				
Green Ext Time (p_c), s		1.0		0.0		1.8		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	17	318	0	0	175	35	1	11	1	46	10	6
Future Vol, veh/h	17	318	0	0	175	35	1	11	1	46	10	6
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	2
Mvmt Flow	18	346	0	0	190	38	1	12	1	50	11	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	228	0	0	346	0	0	600	610	346	598	591	209
Stage 1	-	-	-	-	-	-	382	382	-	209	209	-
Stage 2	-	-	-	-	-	-	218	228	-	389	382	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1340	-	-	1213	-	-	413	409	697	414	420	831
Stage 1	-	-	-	-	-	-	640	613	-	793	729	-
Stage 2	-	-	-	-	-	-	784	715	-	635	613	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1340	-	-	1213	-	-	396	402	697	399	413	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	396	402	-	399	413	-
Stage 1	-	-	-	-	-	-	629	603	-	780	729	-
Stage 2	-	-	-	-	-	-	766	715	-	611	603	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14	15.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	415	1340	-	-	1213	-	-	423
HCM Lane V/C Ratio	0.034	0.014	-	-	-	-	-	0.159
HCM Control Delay (s)	14	7.7	0	-	0	-	-	15.1
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	498	235	45	35	2
Future Vol, veh/h	2	498	235	45	35	2
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
Mvmt Flow	2	541	255	49	38	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	304	0	-	0	825	280
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	545	-
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	1257	-	-	-	342	759
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1257	-	-	-	341	759
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1257	-	-	-	351
HCM Lane V/C Ratio	0.002	-	-	-	0.115
HCM Control Delay (s)	7.9	0	-	-	16.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

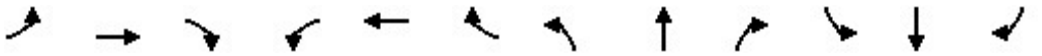


Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	320	65	61	39	734	29	1075	282
v/c Ratio	1.03	0.16	0.50	0.27	0.70	0.10	1.03	0.29
Control Delay	104.1	0.9	46.6	13.2	23.2	9.2	60.6	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.1	0.9	46.6	13.2	23.2	9.2	60.6	5.5
Queue Length 50th (ft)	~269	0	23	10	407	8	~903	32
Queue Length 95th (ft)	#411	0	63	22	510	18	#1050	68
Internal Link Dist (ft)	425		298		1363		345	
Turn Bay Length (ft)				105		190		180
Base Capacity (vph)	311	394	122	147	1044	289	1048	973
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.16	0.50	0.27	0.70	0.10	1.03	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

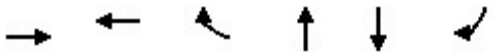
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	15	55	16	11	25	33	607	17	25	914	240
Future Volume (veh/h)	257	15	55	16	11	25	33	607	17	25	914	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	302	18	65	19	13	29	39	714	20	29	1075	282
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	282	17	265	24	16	37	119	981	27	288	1005	851
Arrive On Green	0.17	0.17	0.17	0.05	0.05	0.05	0.03	0.55	0.55	0.03	0.54	0.54
Sat Flow, veh/h	1672	100	1572	525	359	801	1767	1796	50	1767	1856	1572
Grp Volume(v), veh/h	320	0	65	61	0	0	39	0	734	29	1075	282
Grp Sat Flow(s),veh/h/ln	1772	0	1572	1685	0	0	1767	0	1846	1767	1856	1572
Q Serve(g_s), s	19.0	0.0	4.0	4.0	0.0	0.0	1.1	0.0	33.7	0.8	61.0	11.3
Cycle Q Clear(g_c), s	19.0	0.0	4.0	4.0	0.0	0.0	1.1	0.0	33.7	0.8	61.0	11.3
Prop In Lane	0.94		1.00	0.31		0.48	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	299	0	265	77	0	0	119	0	1009	288	1005	851
V/C Ratio(X)	1.07	0.00	0.25	0.79	0.00	0.00	0.33	0.00	0.73	0.10	1.07	0.33
Avail Cap(c_a), veh/h	299	0	265	90	0	0	142	0	1009	319	1005	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	40.6	53.2	0.0	0.0	27.0	0.0	19.3	15.8	25.8	14.4
Incr Delay (d2), s/veh	72.1	0.0	0.5	33.0	0.0	0.0	1.6	0.0	2.7	0.2	49.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	0.0	1.6	2.4	0.0	0.0	0.6	0.0	14.0	0.3	37.8	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	119.0	0.0	41.1	86.2	0.0	0.0	28.6	0.0	21.9	15.9	74.9	14.7
LnGrp LOS	F	A	D	F	A	A	C	A	C	B	F	B
Approach Vol, veh/h		385			61			773			1386	
Approach Delay, s/veh		105.8			86.2			22.3			61.4	
Approach LOS		F			F			C			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	67.5		11.1	9.5	67.0		25.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	61.0		6.0	5.0	61.0		19.0				
Max Q Clear Time (g_c+I1), s	2.8	35.7		6.0	3.1	63.0		21.0				
Green Ext Time (p_c), s	0.0	5.2		0.0	0.0	0.0		0.0				

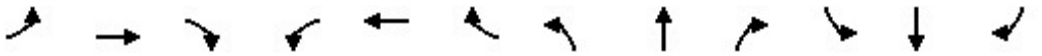
Intersection Summary		
HCM 6th Ctrl Delay		57.0
HCM 6th LOS		E



Lane Group	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	416	45	156	265	445	543
v/c Ratio	0.84	0.08	0.22	0.38	0.82	0.57
Control Delay	34.6	12.3	3.6	13.0	30.3	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	12.3	3.6	13.0	30.3	4.0
Queue Length 50th (ft)	128	10	0	59	134	0
Queue Length 95th (ft)	#276	27	30	109	#281	50
Internal Link Dist (ft)	1458	1130		711	2455	
Turn Bay Length (ft)			85			135
Base Capacity (vph)	581	666	795	827	644	1031
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.07	0.20	0.32	0.69	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	337	28	25	18	24	147	25	191	33	200	218	510
Future Volume (veh/h)	337	28	25	18	24	147	25	191	33	200	218	510
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1411	1900	1900	1900	1900	1900	1885	1900	1811	1856	1856
Adj Flow Rate, veh/h	359	30	27	19	26	156	27	203	35	213	232	543
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	33	0	0	0	0	0	1	0	6	3	3
Cap, veh/h	412	25	23	339	434	617	66	342	52	211	158	655
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	784	66	59	663	1132	1610	0	822	125	293	378	1572
Grp Volume(v), veh/h	416	0	0	45	0	156	265	0	0	445	0	543
Grp Sat Flow(s),veh/h/ln	909	0	0	1795	0	1610	947	0	0	671	0	1572
Q Serve(g_s), s	22.1	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	18.5
Cycle Q Clear(g_c), s	23.0	0.0	0.0	0.9	0.0	4.0	25.0	0.0	0.0	25.0	0.0	18.5
Prop In Lane	0.86		0.06	0.42		1.00	0.10		0.13	0.48		1.00
Lane Grp Cap(c), veh/h	460	0	0	773	0	617	461	0	0	368	0	655
V/C Ratio(X)	0.90	0.00	0.00	0.06	0.00	0.25	0.58	0.00	0.00	1.21	0.00	0.83
Avail Cap(c_a), veh/h	460	0	0	773	0	617	461	0	0	368	0	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	0.0	11.7	0.0	12.6	13.2	0.0	0.0	20.0	0.0	15.6
Incr Delay (d2), s/veh	21.0	0.0	0.0	0.0	0.0	0.2	1.8	0.0	0.0	116.5	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	0.0	0.3	0.0	1.3	2.1	0.0	0.0	16.7	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	0.0	11.7	0.0	12.8	14.9	0.0	0.0	136.5	0.0	24.3
LnGrp LOS	D	A	A	B	A	B	B	A	A	F	A	C
Approach Vol, veh/h		416			201			265			988	
Approach Delay, s/veh		41.8			12.6			14.9			74.8	
Approach LOS		D			B			B			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		23.0		25.0		23.0				
Max Q Clear Time (g_c+I1), s		27.0		25.0		27.0		6.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	9	193	2	1	299	36	2	12	0	29	17	6
Future Vol, veh/h	9	193	2	1	299	36	2	12	0	29	17	6
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	2
Mvmt Flow	10	210	2	1	325	39	2	13	0	32	18	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	364	0	0	212	0	0	590	597	211	585	579	345
Stage 1	-	-	-	-	-	-	231	231	-	347	347	-
Stage 2	-	-	-	-	-	-	359	366	-	238	232	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1195	-	-	1358	-	-	419	416	829	422	426	698
Stage 1	-	-	-	-	-	-	772	713	-	669	635	-
Stage 2	-	-	-	-	-	-	659	623	-	765	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1195	-	-	1358	-	-	398	412	829	408	422	698
Mov Cap-2 Maneuver	-	-	-	-	-	-	398	412	-	408	422	-
Stage 1	-	-	-	-	-	-	765	707	-	663	634	-
Stage 2	-	-	-	-	-	-	633	622	-	744	707	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14.1	14.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	410	1195	-	-	1358	-	-	433
HCM Lane V/C Ratio	0.037	0.008	-	-	0.001	-	-	0.131
HCM Control Delay (s)	14.1	8	0	-	7.7	0	-	14.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	354	516	46	38	2
Future Vol, veh/h	2	354	516	46	38	2
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
Mvmt Flow	2	385	561	50	41	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	611	0	-	0	975	586
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	389	-
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	968	-	-	-	279	510
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	968	-	-	-	278	510
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	968	-	-	-	284
HCM Lane V/C Ratio	0.002	-	-	-	0.153
HCM Control Delay (s)	8.7	0	-	-	20
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

APPENDIX C.4

INTERSECTION ANALYSES

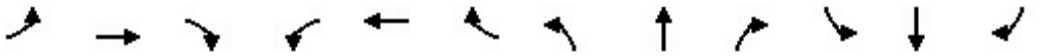
MITIGATED BUILD SCENARIO



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	187	186	64	70	35	1115	18	666	165
v/c Ratio	0.81	0.81	0.20	0.57	0.09	0.93	0.14	0.57	0.16
Control Delay	78.0	76.8	1.4	47.7	7.7	36.3	9.4	17.2	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.0	76.8	1.4	47.7	7.7	36.3	9.4	17.2	2.0
Queue Length 50th (ft)	146	145	0	22	9	708	5	340	0
Queue Length 95th (ft)	#265	#262	0	#75	19	#1136	12	418	24
Internal Link Dist (ft)		425		298		1363		345	
Turn Bay Length (ft)	275				105		190		
Base Capacity (vph)	252	253	344	123	405	1194	132	1197	1075
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.74	0.19	0.57	0.09	0.93	0.14	0.56	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	11	54	19	6	35	30	926	22	15	566	140
Future Volume (veh/h)	306	11	54	19	6	35	30	926	22	15	566	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	369	0	64	22	7	0	35	1089	26	18	666	165
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	438	0	195	42	13		373	1128	27	121	1141	967
Arrive On Green	0.12	0.00	0.12	0.03	0.03	0.00	0.03	0.62	0.62	0.02	0.61	0.61
Sat Flow, veh/h	3534	0	1572	1356	432	0	1767	1805	43	1767	1856	1572
Grp Volume(v), veh/h	369	0	64	29	0	0	35	0	1115	18	666	165
Grp Sat Flow(s),veh/h/ln	1767	0	1572	1788	0	0	1767	0	1848	1767	1856	1572
Q Serve(g_s), s	12.2	0.0	4.4	1.9	0.0	0.0	0.9	0.0	68.1	0.4	25.7	5.4
Cycle Q Clear(g_c), s	12.2	0.0	4.4	1.9	0.0	0.0	0.9	0.0	68.1	0.4	25.7	5.4
Prop In Lane	1.00		1.00	0.76		0.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	438	0	195	56	0		373	0	1154	121	1141	967
V/C Ratio(X)	0.84	0.00	0.33	0.52	0.00		0.09	0.00	0.97	0.15	0.58	0.17
Avail Cap(c_a), veh/h	534	0	237	90	0		396	0	1193	161	1198	1016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	47.7	56.9	0.0	0.0	10.7	0.0	21.2	27.5	13.8	9.9
Incr Delay (d2), s/veh	9.9	0.0	1.0	7.4	0.0	0.0	0.1	0.0	18.1	0.6	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	1.8	1.0	0.0	0.0	0.3	0.0	31.4	0.3	10.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	0.0	48.7	64.3	0.0	0.0	10.8	0.0	39.3	28.1	14.5	10.0
LnGrp LOS	E	A	D	E	A		B	A	D	C	B	A
Approach Vol, veh/h		433			29			1150			849	
Approach Delay, s/veh		59.2			64.3			38.4			13.9	
Approach LOS		E			E			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	80.5		9.7	9.4	79.3		20.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	77.0		6.0	5.0	77.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	70.1		3.9	2.9	27.7		14.2				
Green Ext Time (p_c), s	0.0	4.4		0.0	0.0	5.6		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

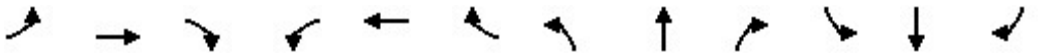
Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	275	275	52	151	261	254	254
v/c Ratio	0.60	0.62	0.10	0.23	0.46	0.55	0.38
Control Delay	17.1	17.5	9.5	3.3	14.0	16.9	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	17.5	9.5	3.3	14.0	16.9	3.9
Queue Length 50th (ft)	45	44	7	0	42	43	0
Queue Length 95th (ft)	123	123	26	26	103	109	35
Internal Link Dist (ft)		1458	1130		711	2455	
Turn Bay Length (ft)	150			85			135
Base Capacity (vph)	774	749	852	1029	894	727	908
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.37	0.06	0.15	0.29	0.35	0.28

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	488	13	16	27	22	142	19	215	11	93	146	239
Future Volume (veh/h)	488	13	16	27	22	142	19	215	11	93	146	239
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1411	1900	1900	1900	1900	1900	1885	1900	1811	1856	1856
Adj Flow Rate, veh/h	545	0	0	29	23	151	20	229	12	99	155	254
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	33	0	0	0	0	0	1	0	6	3	3
Cap, veh/h	1258	480	0	444	303	547	145	441	22	294	307	417
Arrive On Green	0.34	0.00	0.00	0.34	0.34	0.34	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	2441	1411	0	763	893	1610	66	1661	83	487	1156	1572
Grp Volume(v), veh/h	545	0	0	52	0	151	261	0	0	254	0	254
Grp Sat Flow(s),veh/h/ln	1220	1411	0	1656	0	1610	1810	0	0	1643	0	1572
Q Serve(g_s), s	5.9	0.0	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	4.3
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.6	0.0	2.1	3.6	0.0	0.0	3.6	0.0	4.3
Prop In Lane	1.00		0.00	0.56		1.00	0.08		0.05	0.39		1.00
Lane Grp Cap(c), veh/h	1258	480	0	747	0	547	608	0	0	600	0	417
V/C Ratio(X)	0.43	0.00	0.00	0.07	0.00	0.28	0.43	0.00	0.00	0.42	0.00	0.61
Avail Cap(c_a), veh/h	2034	928	0	1260	0	1059	1179	0	0	1085	0	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	0.0	6.8	0.0	7.3	9.5	0.0	0.0	9.5	0.0	9.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.3	0.5	0.0	0.0	0.5	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.2	0.0	0.5	0.8	0.0	0.0	0.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.0	0.0	6.8	0.0	7.6	10.0	0.0	0.0	10.0	0.0	11.2
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	B
Approach Vol, veh/h		545			203			261			508	
Approach Delay, s/veh		9.3			7.4			10.0			10.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	14.1	16.3	14.1	16.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	20.0	18.0	20.0
Max Q Clear Time (g_c+I1), s	5.6	8.5	6.3	4.1
Green Ext Time (p_c), s	1.0	1.9	1.8	0.6

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	17	318	0	0	175	35	1	11	1	46	10	6
Future Vol, veh/h	17	318	0	0	175	35	1	11	1	46	10	6
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	2
Mvmt Flow	18	346	0	0	190	38	1	12	1	50	11	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	228	0	0	346	0	0	600	610	346	598	591	209
Stage 1	-	-	-	-	-	-	382	382	-	209	209	-
Stage 2	-	-	-	-	-	-	218	228	-	389	382	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1340	-	-	1213	-	-	413	409	697	414	420	831
Stage 1	-	-	-	-	-	-	640	613	-	793	729	-
Stage 2	-	-	-	-	-	-	784	715	-	635	613	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1340	-	-	1213	-	-	396	402	697	399	413	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	396	402	-	399	413	-
Stage 1	-	-	-	-	-	-	629	603	-	780	729	-
Stage 2	-	-	-	-	-	-	766	715	-	611	603	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14	15.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	415	1340	-	-	1213	-	-	423
HCM Lane V/C Ratio	0.034	0.014	-	-	-	-	-	0.159
HCM Control Delay (s)	14	7.7	0	-	0	-	-	15.1
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	498	235	45	35	2
Future Vol, veh/h	2	498	235	45	35	2
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
Mvmt Flow	2	541	255	49	38	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	304	0	-	0	825	280
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	545	-
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	1257	-	-	-	342	759
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1257	-	-	-	341	759
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1257	-	-	-	351
HCM Lane V/C Ratio	0.002	-	-	-	0.115
HCM Control Delay (s)	7.9	0	-	-	16.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

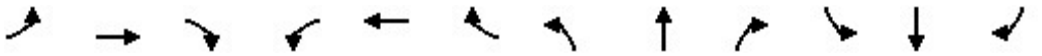


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	160	160	65	61	39	734	29	1075	282
v/c Ratio	0.72	0.72	0.20	0.51	0.27	0.65	0.08	0.94	0.27
Control Delay	66.3	65.7	1.4	48.6	12.5	19.5	8.0	39.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.3	65.7	1.4	48.6	12.5	19.5	8.0	39.4	4.8
Queue Length 50th (ft)	124	124	0	24	10	386	7	~882	29
Queue Length 95th (ft)	190	189	0	65	21	494	17	#1048	63
Internal Link Dist (ft)		425		298		1363		345	
Turn Bay Length (ft)	275				105		190		
Base Capacity (vph)	273	275	371	120	144	1137	346	1141	1045
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.58	0.18	0.51	0.27	0.65	0.08	0.94	0.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	15	55	16	11	25	33	607	17	25	914	240
Future Volume (veh/h)	257	15	55	16	11	25	33	607	17	25	914	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	315	0	65	19	13	0	39	714	20	29	1075	282
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	397	0	177	37	25		143	1089	30	362	1116	945
Arrive On Green	0.11	0.00	0.11	0.03	0.03	0.00	0.03	0.61	0.61	0.03	0.60	0.60
Sat Flow, veh/h	3534	0	1572	1070	732	0	1767	1796	50	1767	1856	1572
Grp Volume(v), veh/h	315	0	65	32	0	0	39	0	734	29	1075	282
Grp Sat Flow(s),veh/h/ln	1767	0	1572	1802	0	0	1767	0	1846	1767	1856	1572
Q Serve(g_s), s	9.5	0.0	4.2	1.9	0.0	0.0	0.9	0.0	28.3	0.7	59.8	9.5
Cycle Q Clear(g_c), s	9.5	0.0	4.2	1.9	0.0	0.0	0.9	0.0	28.3	0.7	59.8	9.5
Prop In Lane	1.00		1.00	0.59		0.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	397	0	177	62	0		143	0	1119	362	1116	945
V/C Ratio(X)	0.79	0.00	0.37	0.52	0.00		0.27	0.00	0.66	0.08	0.96	0.30
Avail Cap(c_a), veh/h	585	0	260	99	0		168	0	1137	396	1143	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	0.0	44.7	51.7	0.0	0.0	25.7	0.0	14.0	11.3	20.6	10.5
Incr Delay (d2), s/veh	4.6	0.0	1.3	6.6	0.0	0.0	1.0	0.0	1.3	0.1	18.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	1.7	1.0	0.0	0.0	0.6	0.0	10.8	0.2	27.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	0.0	46.0	58.3	0.0	0.0	26.7	0.0	15.4	11.4	38.9	10.7
LnGrp LOS	D	A	D	E	A		C	A	B	B	D	B
Approach Vol, veh/h		380			32			773			1386	
Approach Delay, s/veh		50.7			58.3			15.9			32.6	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	72.0		9.7	9.5	71.4		18.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	67.0		6.0	5.0	67.0		18.0				
Max Q Clear Time (g_c+I1), s	2.7	30.3		3.9	2.9	61.8		11.5				
Green Ext Time (p_c), s	0.0	5.6		0.0	0.0	3.6		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

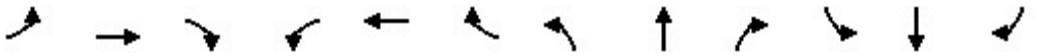
User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	208	208	45	156	265	445	543
v/c Ratio	0.60	0.59	0.11	0.29	0.33	0.71	0.53
Control Delay	24.5	23.4	15.4	5.0	9.1	18.2	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	23.4	15.4	5.0	9.1	18.2	3.1
Queue Length 50th (ft)	51	48	9	0	38	88	0
Queue Length 95th (ft)	127	123	32	35	89	207	41
Internal Link Dist (ft)		1458	1130		711	2455	
Turn Bay Length (ft)	150			85			135
Base Capacity (vph)	520	515	621	739	1157	893	1225
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.40	0.07	0.21	0.23	0.50	0.44

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	337	28	25	18	24	147	25	191	33	200	218	510
Future Volume (veh/h)	337	28	25	18	24	147	25	191	33	200	218	510
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1411	1900	1900	1900	1900	1900	1885	1900	1811	1856	1856
Adj Flow Rate, veh/h	406	0	0	19	26	156	27	203	35	213	232	543
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	33	0	0	0	0	0	1	0	6	3	3
Cap, veh/h	924	354	0	260	303	405	131	641	102	423	386	707
Arrive On Green	0.25	0.00	0.00	0.25	0.25	0.25	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	2423	1411	0	527	1205	1610	71	1425	228	647	859	1572
Grp Volume(v), veh/h	406	0	0	45	0	156	265	0	0	445	0	543
Grp Sat Flow(s),veh/h/ln	1211	1411	0	1732	0	1610	1724	0	0	1506	0	1572
Q Serve(g_s), s	6.2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	4.8	0.0	11.6
Cycle Q Clear(g_c), s	6.9	0.0	0.0	0.7	0.0	3.2	3.7	0.0	0.0	8.5	0.0	11.6
Prop In Lane	1.00		0.00	0.42		1.00	0.10		0.13	0.48		1.00
Lane Grp Cap(c), veh/h	924	354	0	563	0	405	874	0	0	810	0	707
V/C Ratio(X)	0.44	0.00	0.00	0.08	0.00	0.39	0.30	0.00	0.00	0.55	0.00	0.77
Avail Cap(c_a), veh/h	1402	633	0	893	0	723	1344	0	0	1234	0	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	0.0	11.5	0.0	12.5	7.1	0.0	0.0	8.2	0.0	9.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.6	0.2	0.0	0.0	0.6	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.3	0.0	1.0	0.8	0.0	0.0	1.5	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.5	0.0	0.0	11.6	0.0	13.1	7.3	0.0	0.0	8.8	0.0	11.1
LnGrp LOS	B	A	A	B	A	B	A	A	A	A	A	B
Approach Vol, veh/h		406			201			265			988	
Approach Delay, s/veh		14.5			12.7			7.3			10.0	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	24.0	16.1	24.0	16.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	30.0	18.0	30.0	18.0
Max Q Clear Time (g_c+I1), s	5.7	8.9	13.6	5.2
Green Ext Time (p_c), s	1.5	1.2	4.4	0.6

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	193	2	1	299	36	2	12	0	29	17	6
Future Vol, veh/h	9	193	2	1	299	36	2	12	0	29	17	6
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	2
Mvmt Flow	10	210	2	1	325	39	2	13	0	32	18	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	364	0	0	212	0	0	590	597	211	585	579	345
Stage 1	-	-	-	-	-	-	231	231	-	347	347	-
Stage 2	-	-	-	-	-	-	359	366	-	238	232	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1195	-	-	1358	-	-	419	416	829	422	426	698
Stage 1	-	-	-	-	-	-	772	713	-	669	635	-
Stage 2	-	-	-	-	-	-	659	623	-	765	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1195	-	-	1358	-	-	398	412	829	408	422	698
Mov Cap-2 Maneuver	-	-	-	-	-	-	398	412	-	408	422	-
Stage 1	-	-	-	-	-	-	765	707	-	663	634	-
Stage 2	-	-	-	-	-	-	633	622	-	744	707	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14.1	14.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	410	1195	-	-	1358	-	-	433
HCM Lane V/C Ratio	0.037	0.008	-	-	0.001	-	-	0.131
HCM Control Delay (s)	14.1	8	0	-	7.7	0	-	14.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	354	516	46	38	2
Future Vol, veh/h	2	354	516	46	38	2
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
Mvmt Flow	2	385	561	50	41	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	611	0	-	0	975	586
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	389	-
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	968	-	-	-	279	510
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	968	-	-	-	278	510
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20
HCM LOS			C

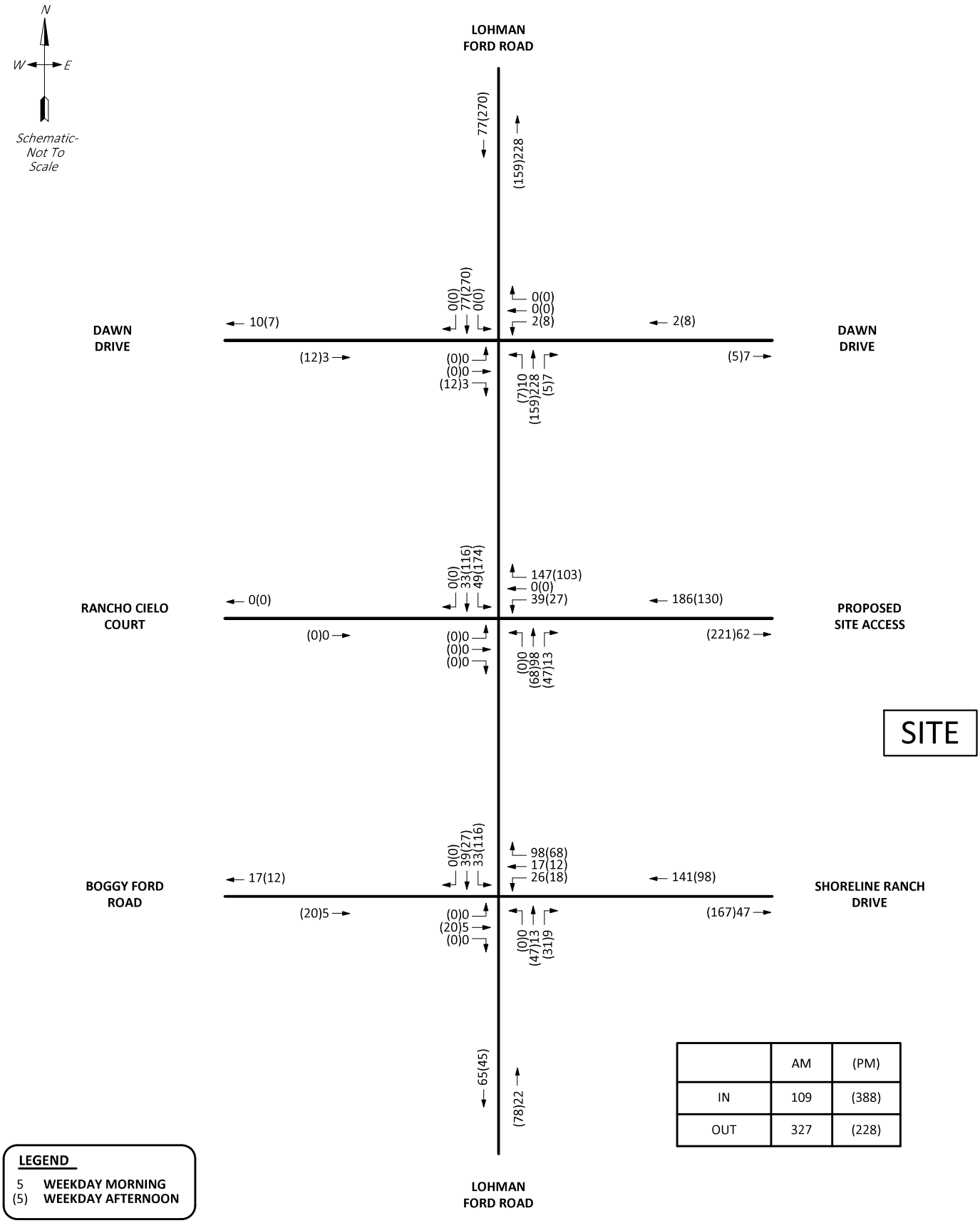
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	968	-	-	-	284
HCM Lane V/C Ratio	0.002	-	-	-	0.153
HCM Control Delay (s)	8.7	0	-	-	20
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

APPENDIX D

PROVIDED BACKGROUND DEVELOPMENT FILES

APPENDIX D.1

SHORELINE RANCH DEVELOPMENT PROVIDED FILES



	AM	(PM)
IN	109	(388)
OUT	327	(228)

FIGURE 4B

New Trip Assignment - Phase 1

SHORELINE RANCH

LAGO VISTA, TRAVIS COUNTY, TX

McMAHON
a Bowman company

APPENDIX D.2

NATURE'S POINT DEVELOPMENT PROVIDED FILES





Table 2 – 2026 S

ITE Land Use Code	Land Use	Size	Units
220	Multifamily Housing (Low-Rise)	50	Dwelling Unit(s)
330	Resort Hotel	150	Room(s)
820	Shopping Center	8	1,000 Sq Ft GLA
931	Quality Restaurant	6	1,000 Sq Ft
Total Project Trips			

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 2 - Lohman Ford Rd & Boggy Ford Rd - AM
Site Code : 2
Start Date : 11/15/2023
Page No : 3

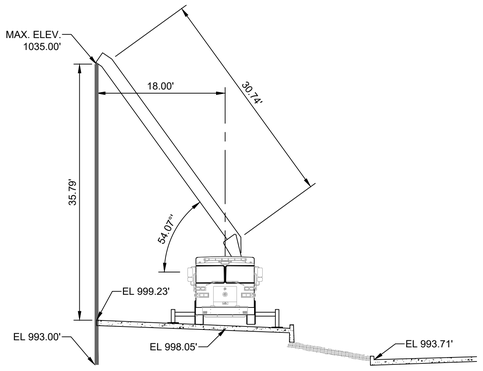
Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd 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-TURN	App. Total	Int. Total
07:00	6	7	12	0	25	0	0	4	0	4	0	33	0	0	33	90	1	2	0	93	155
07:15	4	19	41	0	64	0	1	2	0	3	2	50	0	0	52	134	0	2	0	136	255
07:30	5	30	52	0	87	0	0	1	0	1	6	44	0	0	50	110	2	3	0	115	253
07:45	4	28	60	0	92	1	0	2	0	3	4	56	2	0	62	98	0	5	0	103	260
Total	19	84	165	0	268	1	1	9	0	11	12	183	2	0	197	432	3	12	0	447	923
08:00	2	23	33	0	58	0	0	7	0	7	4	42	0	0	46	95	0	3	0	98	209
08:15	2	16	50	0	68	0	0	3	0	3	4	44	0	0	48	124	1	2	0	127	246
08:30	1	35	63	0	99	0	0	1	0	1	0	36	0	0	36	95	1	3	0	99	235
08:45	1	29	40	0	70	0	2	4	0	6	3	30	0	0	33	73	2	11	0	86	195
Total	6	103	186	0	295	0	2	15	0	17	11	152	0	0	163	387	4	19	0	410	885
Grand Total	25	187	351	0	563	1	3	24	0	28	23	335	2	0	360	819	7	31	0	857	1808
Apprch %	4.4	33.2	62.3	0		3.6	10.7	85.7	0		6.4	93.1	0.6	0		95.6	0.8	3.6	0		
Total %	1.4	10.3	19.4	0	31.1	0.1	0.2	1.3	0	1.5	1.3	18.5	0.1	0	19.9	45.3	0.4	1.7	0	47.4	

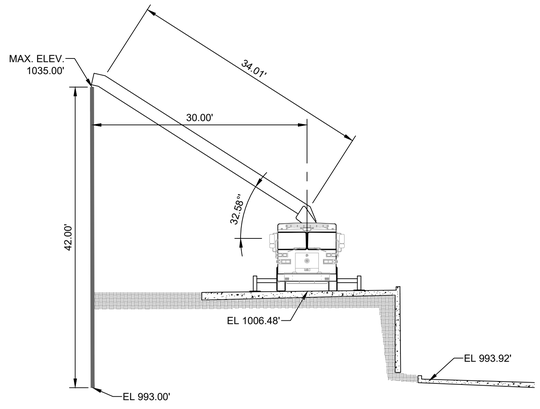
	Lohman Ford Rd Southbound					Shoreline Ranch Rd Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	4	19	41	0	64	0	**1**	2	0	3	2	50	0	0	52	**134**	0	2	0	**136**	255
07:30	**5**	**30**	52	0	87	0	0	1	0	1	**6**	44	0	0	50	110	**2**	3	0	115	253
07:45	4	28	**60**	0	**92**	**1**	0	2	0	3	4	**56**	**2**	0	**62**	98	0	**5**	0	103	**260**
08:00	2	23	33	0	58	0	0	**7**	0	**7**	4	42	0	0	46	95	0	3	0	98	209
Total Volume	15	100	186	0	301	1	1	12	0	14	16	192	2	0	210	437	2	13	0	452	977
% App. Total	5	33.2	61.8	0		7.1	7.1	85.7	0		7.6	91.4	1	0		96.7	0.4	2.9	0		
PHF	.750	.833	.775	.000	.818	.250	.250	.429	.000	.500	.667	.857	.250	.000	.847	.815	.250	.650	.000	.831	.939

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

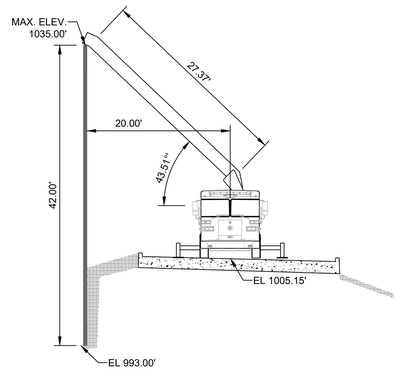
	07:45					08:00					07:15					07:15				
+0 mins.	**4**	28	60	0	92	0	0	**7**	0	**7**	2	50	0	0	52	**134**	0	2	0	**136**
+15 mins.	2	23	33	0	58	0	0	3	0	3	**6**	44	0	0	50	110	**2**	3	0	115
+30 mins.	2	16	50	0	68	0	0	1	0	1	4	**56**	**2**	0	**62**	98	0	**5**	0	103
+45 mins.	1	**35**	**63**	0	**99**	0	**2**	4	0	6	4	42	0	0	46	95	0	3	0	98
Total Volume	9	102	206	0	317	0	2	15	0	17	16	192	2	0	210	437	2	13	0	452
% App. Total	2.8	32.2	65	0		0	11.8	88.2	0		7.6	91.4	1	0		96.7	0.4	2.9	0	
PHF	.563	.729	.817	.000	.801	.000	.250	.536	.000	.607	.667	.857	.250	.000	.847	.815	.250	.650	.000	.831



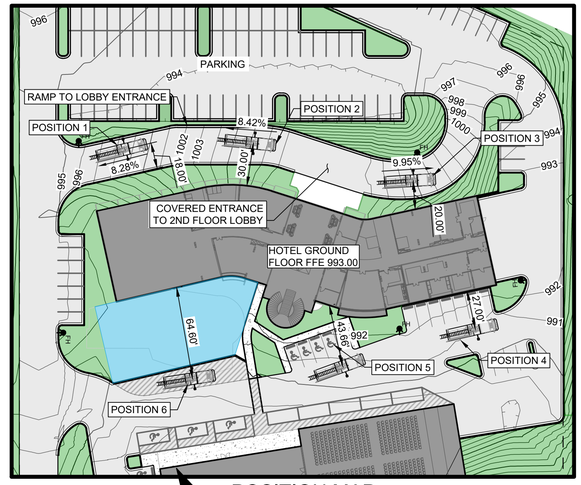
POSITION 1
ELEVATION VIEW
1
0 5' 10' 20'
SCALE: 1" = 10'



POSITION 2
ELEVATION VIEW
2
0 5' 10' 20'
SCALE: 1" = 10'



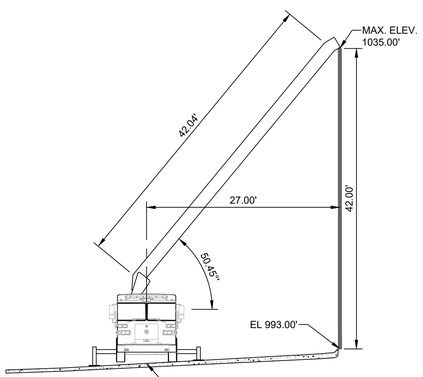
POSITION 3
ELEVATION VIEW
3
0 5' 10' 20'
SCALE: 1" = 10'



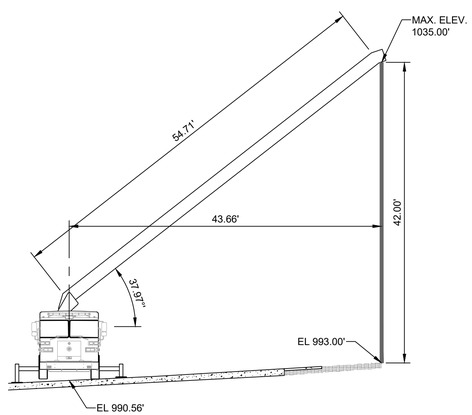
POSITION MAP
N.T.S.

NOTES:

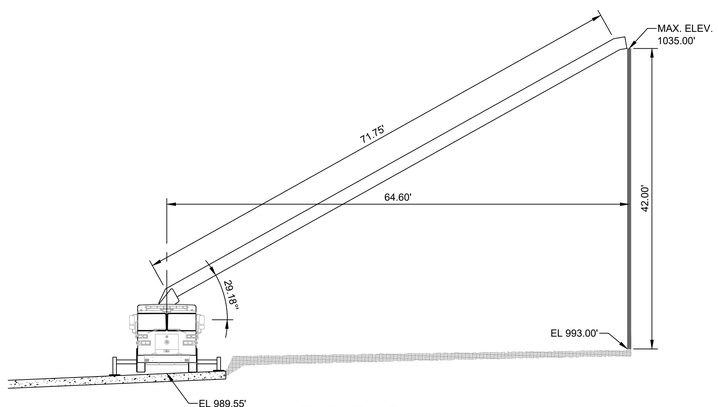
1. ALL ELEVATIONS SHOWN ARE APPROXIMATE.
2. OUTRIGGERS ARE SHOWN AT FULL EXTENSION.
3. LADDER EXTENSION NOT TO EXCEED 75'
4. TRUCK SHOWN IS BASED OFF DATA DOWNLOADED FOR SUTPHEN MODEL SL75 FROM THE MANUFACTURER'S WEB SITE ON 05/30/2025.



POSITION 4
ELEVATION VIEW
4
0 5' 10' 20'
SCALE: 1" = 10'



POSITION 5
ELEVATION VIEW
5
0 5' 10' 20'
SCALE: 1" = 10'



POSITION 6
ELEVATION VIEW
6
0 5' 10' 20'
SCALE: 1" = 10'

WILLIAM E. PARNELL
121598
LICENSED
PROFESSIONAL ENGINEER
3/25/26

parnell engineering
www.parnellengineeringinc.com
500 E. WHITESTONE BLVD (#1419)
CEDAR PARK, TX 78613
512-431-8411
TEXAS REGISTRATION FIRM NO. F-19566

MARK	DATE	DESCRIPTION	BY

LAVERNE DEVELOPERS
VISTA VERDE RESORT HOTEL
19708 BOGGY FORD ROAD, LAGO VISTA, TEXAS 78645

VERTICAL FIRE ACCESS ELEVATIONS

Project No:	
Designed By:	
Drawn By:	
Checked By:	

F1
Sheet of 29

File No: 2511.01 ########

Copyright: Parnell Engineering

Bar Measures 1 inch, otherwise drawing not to scale

3/25/2026 11:26:41 AM - J:\2511_LAVERNE DEVELOPERS\2511.01 VISTA VERDE RESORT HOTEL\CAD\EXHIBITS\F1 VERTICAL FIRE ACCESS ELEVATIONS.DWG - MIKE RECTOR

On Tue, Mar 10, 2026 at 3:35 PM Dirk Gosda <dirk.gosda@sunriseco.com> wrote:

Thank you for the email. Sounds like a good project. Firefly has no objection to this project. We are not supporting the project but think it is a good accretive to the area, so we have no objection.

From: Kevin Sullivan <kevin@ksrealtorsatx.com>
Sent: Thursday, March 5, 2026 11:05 AM
To: Dirk Gosda <dirk.gosda@sunriseco.com>
Subject: Hotel Project

Dirk,

Great chatting with you this morning. Thank you for visiting.

As we discussed, I'm working with Arun Dendukuri on a project across Boggy Ford from your Firefly development. The property in question is located at 19708 Boggy Ford Road, a seven-acre parcel extending from Boggy Ford up to the top of the hill.

My client is working to get a PDD approved that would allow for a 90-room hotel with a restaurant and spa, on the property. Although we originally planned a 65-foot-tall building, that would have required a height variance that was unlikely to be granted. We are now planning a 42-foot building that will only require an 11-foot height variance.

The developer has appeared before P&Z and Council and received varied feedback. Some feedback suggests we are building in the middle of a residential neighborhood. We disagree with that assessment because our property is surrounded by property designated as commercial by the Future Land Use Map. That said, we are trying to show that the closest residential properties have no objections to the development. Your Firefly development is the closest residential development, and I wanted to confirm that you have no issues with our project. Can you confirm that is the case?

Please let me know if you have any questions.

Many thanks,
Kevin

IHG® HOTELS & RESORTS

InterContinental Hotels Group
3 Ravinia Drive
Suite 100
Atlanta, GA,
30346

March 30, 2026

City of Lago Vista
City Council
5803 Thunderbird Street
Lago Vista, TX 78645

Re: Hotel Indigo Development – 19708–16 Boggy Ford Road, Lago Vista, Texas

To whom it may concern,

IHG Hotels & Resorts ("IHG") is pleased to provide this letter in support of Arun Dendukuri, Managing Partner of Laverne Developers and their planned hospitality development located at 19708–16 Boggy Ford Road, Lago Vista, Texas.

IHG confirms that Arun Dendukuri has executed a Franchise Agreement with IHG to develop and franchise a Hotel Indigo branded hotel at the above-referenced location. Hotel Indigo is IHG's upper upscale boutique lifestyle brand, known for thoughtfully designed properties that reflect the character, culture, and history of their surrounding communities.

As part of this agreement, the following key terms have been approved and committed:

- Brand Commitment and Term:
  The Franchise Agreement carries an approved 20-year term, reflecting IHG's long-term commitment to this project and the Lago Vista market.
- Hotel Configuration:
  The development has been approved as a 90-room upper-upscale, boutique Hotel Indigo, consistent with brand standards and tailored to the local market.
- Financial Commitment:
  IHG has committed brand-sponsored financial support in the form of Key Money to the project, further underscoring our confidence in the site, sponsorship, and long-term viability of this development.

IHG views Lago Vista as a strong and compelling location for the Hotel Indigo brand and believes this project will bring meaningful economic and hospitality benefits to the community. The typical Hotel Indigo guest is a curious, independently minded traveler with a high income, willing to pay premium rates for culturally rich, authentic stays. They seek the individuality of a boutique hotel combined with exceptional design, welcoming service, and outstanding food and beverage experiences. Our design-led approach ensures each property reflects and celebrates its local neighborhood, making destination restaurants and bars vibrant hubs that attract both guests and community members alike.

We believe that Lago Vista's picturesque Texas Hill Country setting, its vibrant community, and the clear first-mover advantage in the branded hotel space align perfectly with Hotel Indigo's ethos. The location's accessibility to Austin and its unique leisure appeal positions well to attract both group and leisure travelers who value authentic, high-quality experiences.

IHG® HOTELS & RESORTS

Should the City require any additional confirmation regarding IHG's commitment to this project, please feel free to contact us.

Sincerely,



Stacy Soffer
Director- Development
InterContinental Hotels & Resorts
Email: Stacy.soffer@ihg.com

IHG HOTEL

Hotel Indigo

Lago Vista

Rezoning Request Presentation

Lago Vista City Council

PROMOTER PROFILE

Arun Dendukuri | Founder & CEO, Laverne Developers LLC

ACCOMPLISHMENTS TO DATE

- Assembled 12-shareholder group and invested $1.6M over 4 years in land and entitlements
- Secured 7 acres in Lago Vista Hill Country
- Voluntarily annexed into the city by a unanimous vote after making it clear a hotel was envisioned for the property.
- Located in the section of the city identified as the number one target area for annexation by the 2030 CMP.
- Obtained IHG franchise approval for Hotel Indigo brand
- Negotiated Aimbridge Hospitality management agreement
- Secured bank letter of interest for $18M+ senior debt financing
- Completed professional traffic impact study

COMMITMENTS TO LAGO VISTA

- Deliver $28–30M private investment
- Create 45-55 permanent jobs with local hiring preference and $1.5M+ payroll
- Generate ~$368K/yr in new HOT revenue for the city
- Add $28M+ to Lago Vista's property tax base
- Utilize dark sky–compliant lighting throughout the property
- Build a beautiful hotel project the city can be proud of
- Provide on-site restaurant, spa, and event center accessible to residents

$28–30M
Total Investment

90 Rooms
Hotel Rooms

7 Acres

12
Shareholders

Employment Impact to Lago Vista

Hotel Indigo Lago Vista • 90 Rooms • 100,000 SF

CONSTRUCTION PHASE

150+

Temporary Jobs • 18-24 Months

PERMANENT OPERATIONS

45–55

Full-Time Equivalent Positions

Permanent Position Categories

Technology and Management

8–10 positions

$50K–$80K

Front Desk

6–8 positions

$32K–$42K

F&B / Kitchen

10–12 positions

$30K–$50K

Housekeeping

10–12 positions

$28K–$35K

Maintenance

4-5 positions

$35K–$48K

Events

7-8 positions

$35K–$50K

$1.55M-$2.79M Annual Payroll into Local Economy

Local Hiring Priority — Job fairs & Lago Vista residents first

ADDING 90 LUXURY HOTEL ROOMS FOR LAGO VISTA

The first branded, full-service hotel in the city's history.

ROOMS
IHG Branded
Boutique Hotel

FINE DINING
Full-Service
Restaurant & Bar

SPA
Wellness &
Relaxation Center

EVENT CENTER
Meetings, Weddings
& Conferences

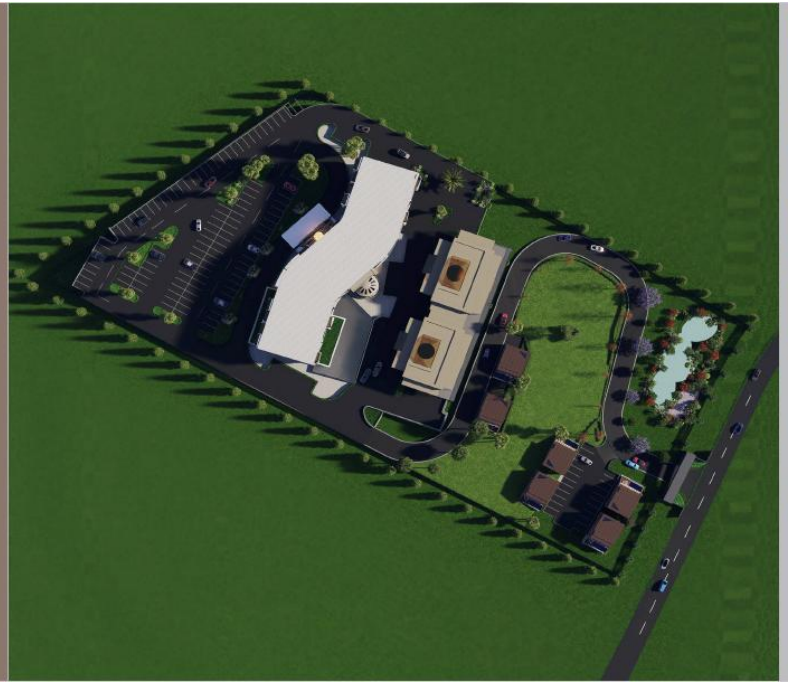
HOTEL OCCUPANCY TAX REVENUE FOR LAGO VISTA

An organized-sector, IHG-branded hotel ensures every occupied room generates transparent, auditable HOT revenue for the City. This transforms Lago Vista from collecting inconsistent hotel tax dollars to a sustained annual revenue stream from 90 rooms operating year-round.

Architectural Rendering

The architectural site plan is thoughtfully designed on a high-gradient ground, emphasizing the natural elevation of the land to maximize breathtaking views. The layout features winding roads that seamlessly lead to the boutique hotel, strategically placed on the highest point of the site to offer unobstructed panoramic views. Each component of the development is carefully positioned in harmony with the terrain, ensuring that the surrounding landscape enhances the overall experience. The design prioritizes open vistas, allowing for stunning views of the natural surroundings while maintaining a connection to lush greenery throughout the site. This approach not only respects the natural topography but also creates an inviting and serene atmosphere, where every space feels integrated with the environment.

SITE PLAN







Fiscal Impact Report

Property Tax & Hotel Occupancy Tax Revenue Analysis

Hotel Indigo Lago Vista | 90 Keys | Lake Travis Hill Country

Laverne Developers LLC

EXISTING HOT + HOTEL INDIGO IMPACT

~$212K* + **~$368K**

Lago Vista has collected HOT since 2021 (~$212K/yr avg). Hotel Indigo adds ~$368K more — bringing total city HOT to ~$580K/yr

HOT TAX STRUCTURE

State of Texas	6%	General Revenue
City of Lago Vista	6%	City of Lago Vista
Travis County	2%	Expo Center
TOTAL COMBINED	**14%**	(17% max)

Well within the 17% statutory cap

HOT REVENUE PROJECTION

90 Keys
78 rooms + 12 casitas

75% Occupancy
Optimistic scenario

$249 ADR
Average Daily Rate

City HOT Revenue → **$368K / yr**

* https://www.lagovistatexas.gov/DocumentCenter/View/9313/2025-2026-Adopted-Budget-PDF

COMBINED FISCAL IMPACT | All Revenue Streams to the City of Lago Vista

ANNUAL CITY REVENUE BREAKDOWN (OPTIMISTIC)	
Hotel Occupancy Tax (6% local HOT)	$368,086
Property Tax ($0.42 / $100 assessed)	$126,000
Sales Tax – F&B / Spa (1% City)	$29,500
Mixed Beverage Tax Rebate	$15,000
TOTAL ANNUAL REVENUE TO CITY	**$538,586**

PROPERTY TAX — ALL TAXING ENTITIES (assessed @ $30M)		
City of Lago Vista	$0.4200	$126,000
Travis County	$0.3758	$112,750
Lago Vista ISD	$1.0169	$305,070
Travis County ESD #1	$0.0928	$27,830
Travis Central Health	$0.1000	$30,000
TOTAL ALL ENTITIES	~$2.1089	~$601,670

KEY INSIGHT: Equivalent to 21–23 median Lago Vista homes in property tax from a single commercial property. HOT revenue is visitor-funded, not resident taxes — Hotel Indigo more than doubles Lago Vista's existing HOT collections.

TRAFFIC IMPACT
ANALYSIS SUMMARY

Hotel Indigo Lago Vista

19708 Boggy Ford Road, Lago Vista, Texas

Lago Vista City Council Presentation | May 2026

Prepared by Laverne Developers LLC

KEY FINDINGS AT A GLANCE

Hotel Indigo Lago Vista is not creating a traffic problem — it is arriving in the context of one that already requires attention.

Minimal Impact

Hotel adds only 6 sec or less of delay to each intersection during standard operations

Background Growth is the Cause

85%+ of projected delay increase comes from other approved projects and 2% annual growth

976 Daily Trips

69 AM / 82 PM peak hour trips — modest for a 90-room hotel with restaurant

Mitigations Work

All intersections return to LOS C or better with improvements already in City's 2030 Plan

- Hotel projects generate lower traffic volumes than other commercial land uses such as general retail or office projects.
- Hotel traffic is generally more evenly distributed throughout the day with limited concentration during typical peak traffic hours as opposed to office and retail that tend to generate peak traffic hour congestion.
- Overall, hotel land use is considered a less intensive traffic generator, leading to reduced congestion impacts on the surrounding roadway network, especially at critical peak traffic periods.

Based on TIA by GBA Companies (Jan 2024) and Updated TIA by Promet Engineers (2025)

WHO IS CAUSING THE DELAY?

Lohman Ford & Dawn Dr — AM Peak Delay Breakdown



Lohman Ford & Boggy Ford Rd — PM Peak Delay Breakdown



Existing Baseline (44.8s)

Background Growth + Other Projects (+42.7s)

Hotel Indigo (+6.0s)

Conference Events (+2.3s)

Hotel Indigo contributes less than 7% of total delay at both intersections. The traffic challenge exists with or without this project.

CITY'S PLANNED CORRIDOR IMPROVEMENTS

Already identified in Lago Vista's 2030 Comprehensive Plan & 2024 Freese & Nichols Traffic Study

Lohman Ford Rd / Dawn Dr

- Eastbound left-turn lane (275' storage)
- Second receiving lane on northern leg
- Channelize WB right-turn movement
- Optimize signal timings

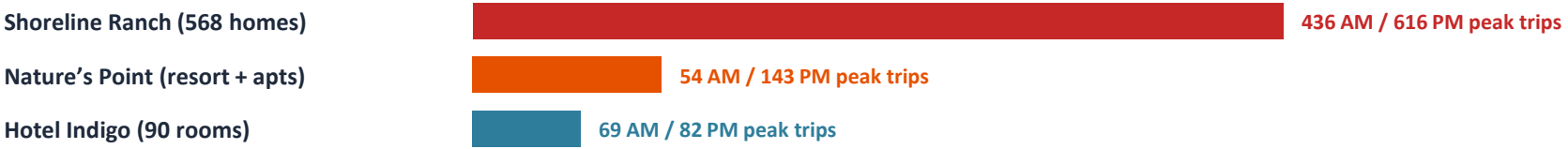
Restores corridor to LOS C (33.8 sec)

Lohman Ford Rd / Boggy Ford Rd

- Exclusive EB left-turn lane (150' storage)
- Second receiving lane on northern leg
- Optimize signal timings

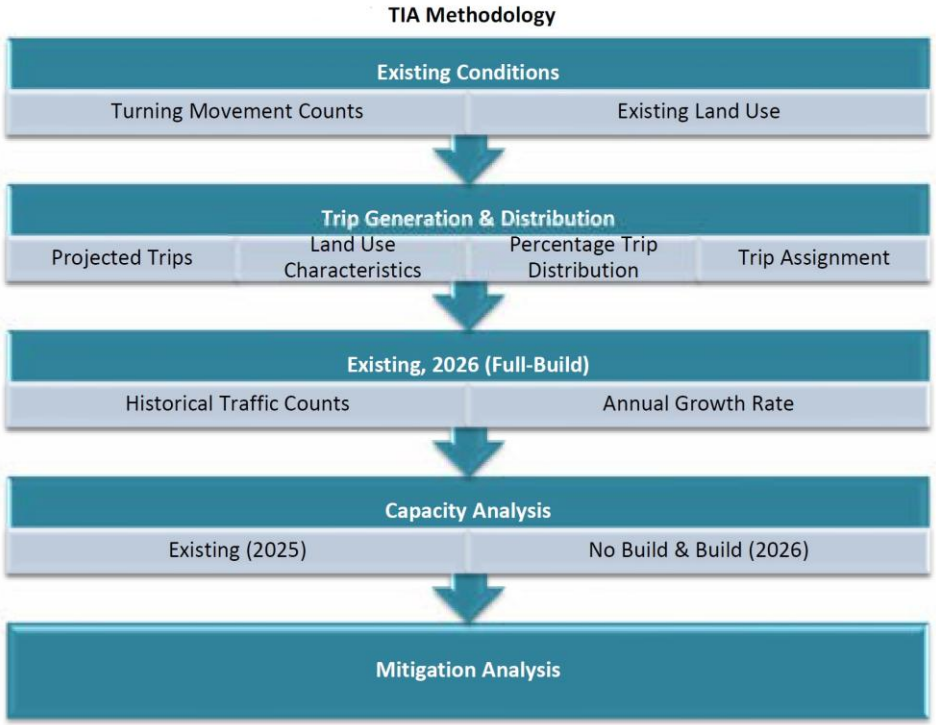
Restores corridor to LOS B (10.8 sec)

WHO DRIVES THE NEED FOR THESE IMPROVEMENTS?



This doesn't include the traffic impact of Firefly, Luna Ridge, Riviera, Winn Ranch, and The Peninsula. If you were to take them into account, our proportional share of the impact on the intersections would be less than 7%.

Traffic



- Our Traffic Impact Analysis indicates we would have a modest impact on traffic compared to other sources.
- We are committed to paying our fair share to mitigate our proportional share of the traffic congestion. We are also amenable to dedicating a portion of our property for an extended right turn lane into the property.
- As part of our permitting and development, we will be responsible for $500,000+ in roadway impact fees which can be used for roadway improvements if those improvements increase traffic throughput.
- In the January 8th P&Z meeting, Commissioner Stewart expressed concerns about addressing roadway improvements in a piecemeal fashion as each development comes online. Our desire is to come to agreement with the city about our responsibilities, funding the city for those, and allowing the city to wholistically plan and implement the required changes.

ADDRESSING ISSUES

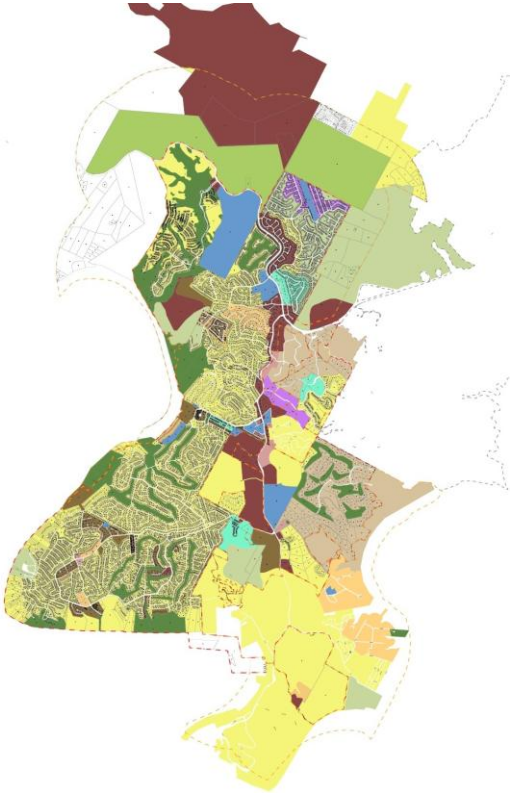
Hotel Indigo Lago Vista

19708 Boggy Ford Road, Lago Vista, Texas

Lago Vista City Council Presentation | May 2026

Prepared by Laverne Developers LLC

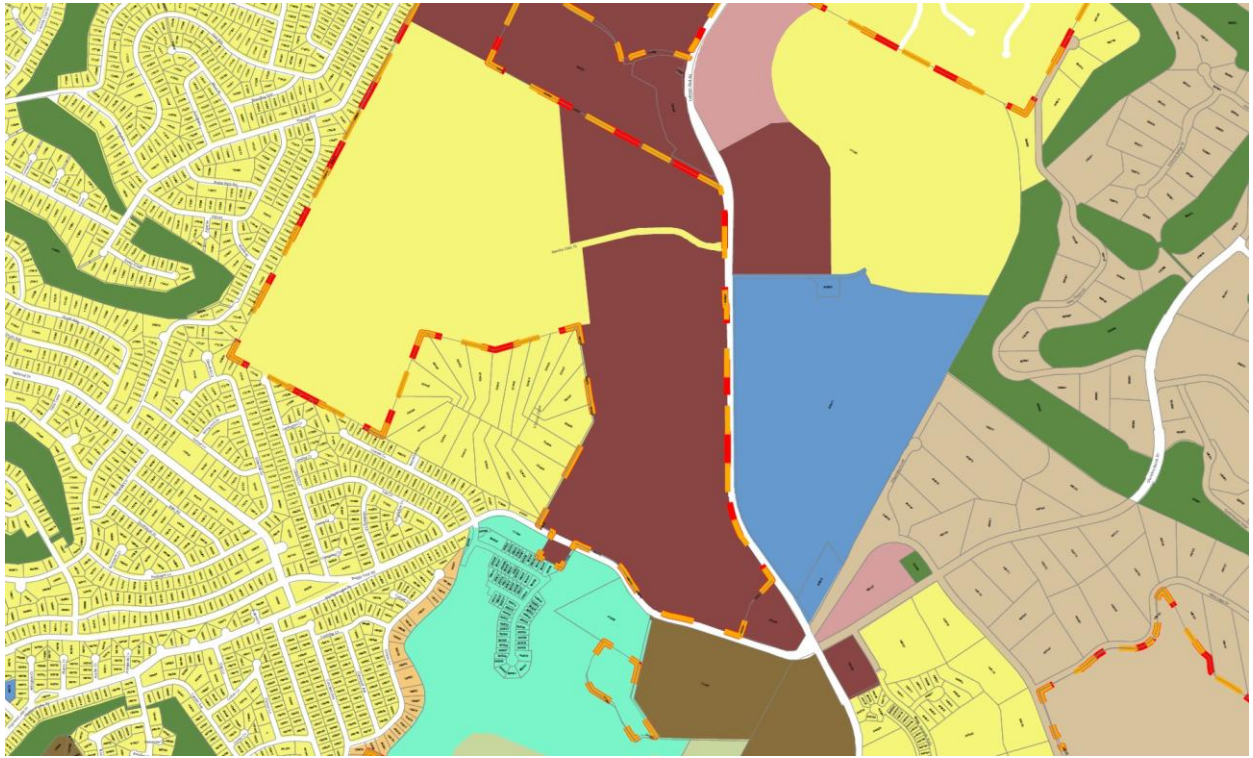
Location



- Comments have been offered that this development is in a residential neighborhood
- Elected officials working with staff, outside consultants, and citizens created the Comprehensive Master Plan and its accompanying Future Land Use Map in 2016 to guide developers on how to use land both in and outside the city limits.
- The location of the hotel is in the middle of an area designated as Commercial, Mixed Used, and High Density Residential.
- In fact, in the current city limits, this area is the largest concentration of Commercial, Mixed Use, and High Density Residential defined by the Future Land Use Map



Location



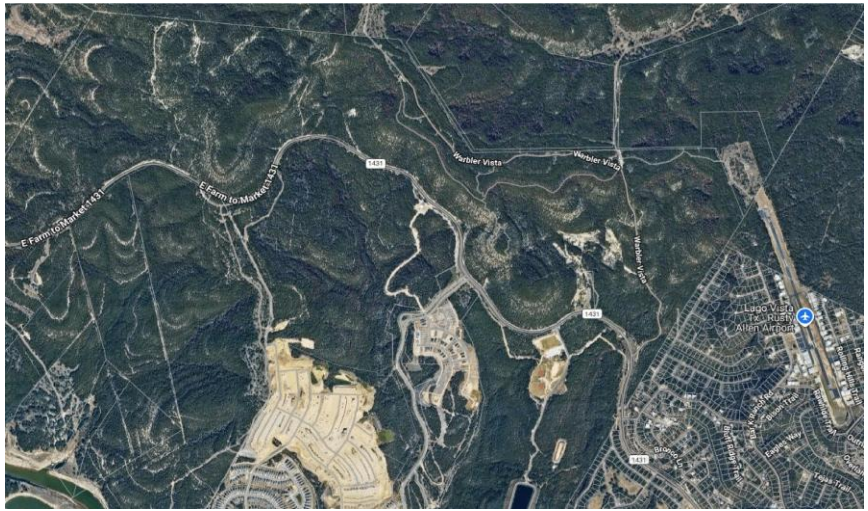
- The proposed hotel is in the middle of an area designated as Commercial, Mixed Use, and High Density Residential
- This Future Land Use Map has been in place at least a decade. Our proposed development follows guidelines promulgated by the city and its citizens.
- We made the conscious decision to annex into the city and have worked with the city in good faith throughout the entire zoning process.

Location



- Much has been said that this project is a good one, but bad location
- The 1431 Corridor is put forth as the preferred location
- This map shows that the requested location is far more convenient to present and future attractions that would draw hotel stays

Location

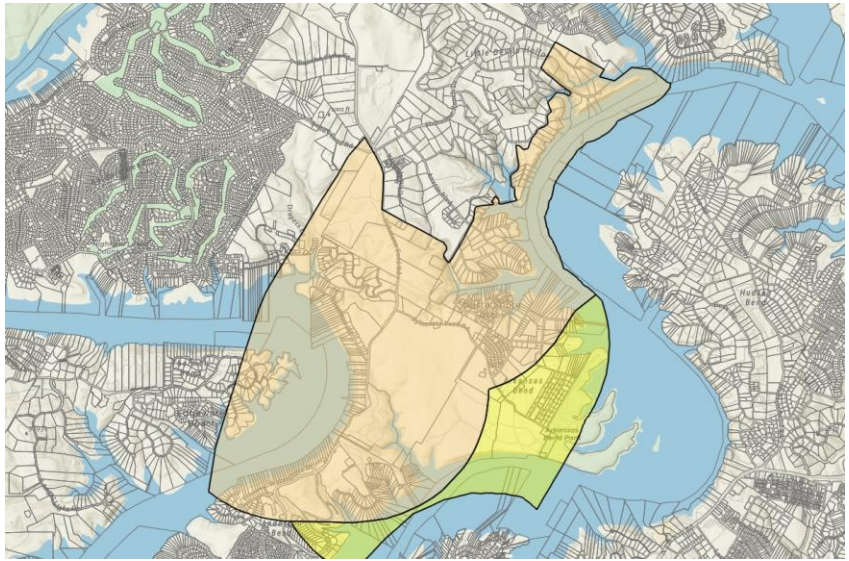

E Farm to Market 1431
Warbler Vista
Warbler Vista
1431
Warbler Vista
1431
Lago Vista
Rusty Allen Airport
Bee Cave Rd
Bee Cave Rd
Bee Cave Rd

Drainage

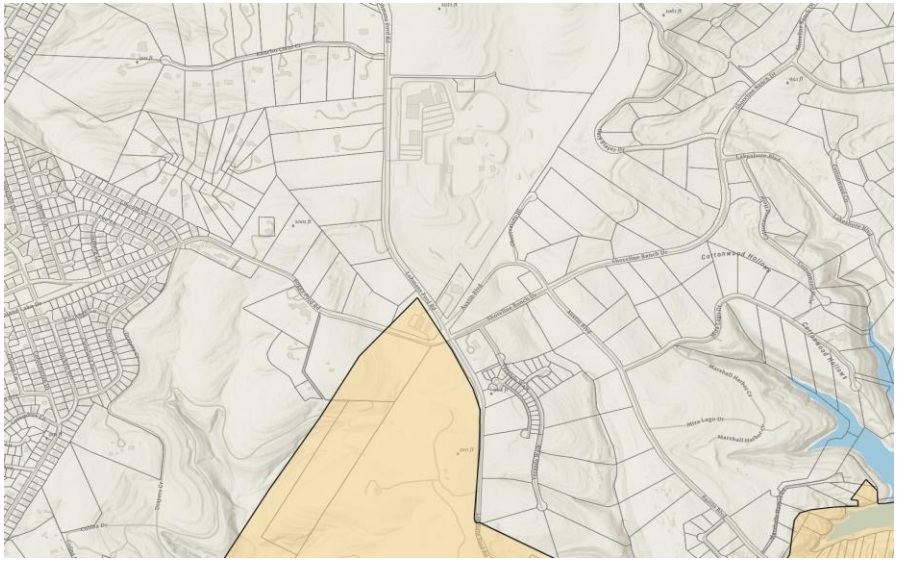


- Concerns about drainage have been raised at previous public meetings
- The site is designed to drive storm water to the southeast corner of the lot. Cut from areas on the lot will be redeployed to the upper portion where parking will go. The addition of the cut material up top will allow the development to guide all storm water to the detention pond in the southeast corner of the lot.
- Today, stormwater runs off the property in multiple directions, potentially harming neighboring properties. Our development will guide stormwater towards our detention pond and mitigate/diminish off site damage related to storm water runoff

Impervious Cover

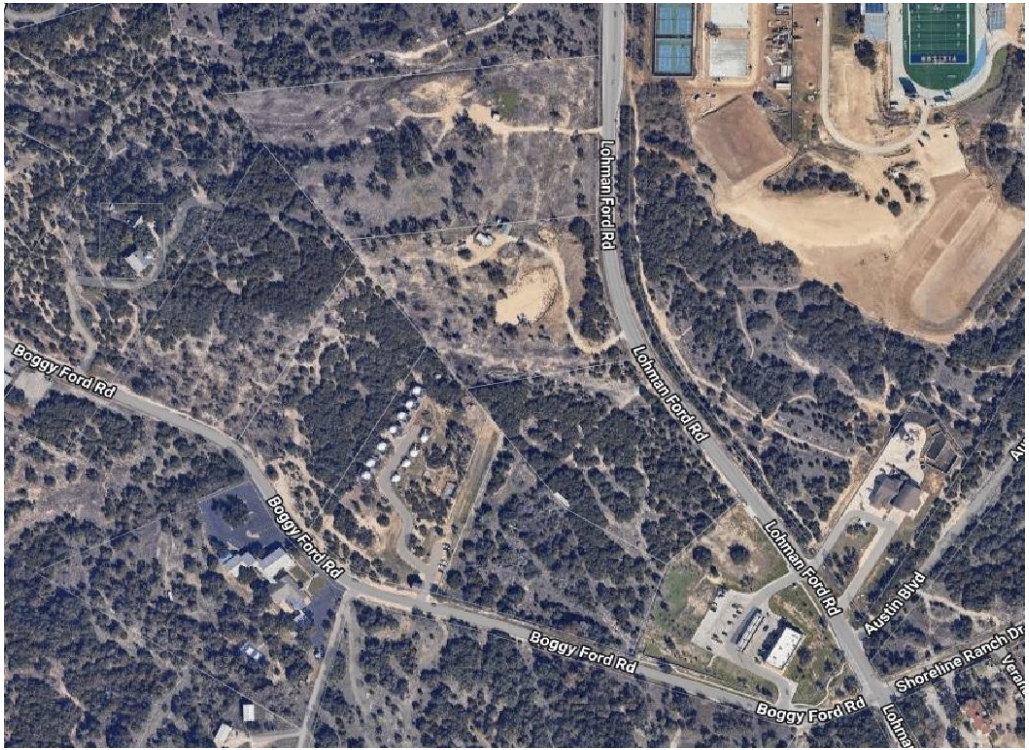


- The city of Lago Vista came to an agreement with the city of Austin about Austin ETJ being released to Lago Vista. This map represents the areas released to Lago Vista.



- This map is a zoom in. Notice that the ETJ release area covers the corner of Boggy and Lohman where the convenience store is located, but not the hotel site. As a result, we are subject to LV C-2 zoning limits and not the interlocal agreement impervious cover limits.

Sidewalks



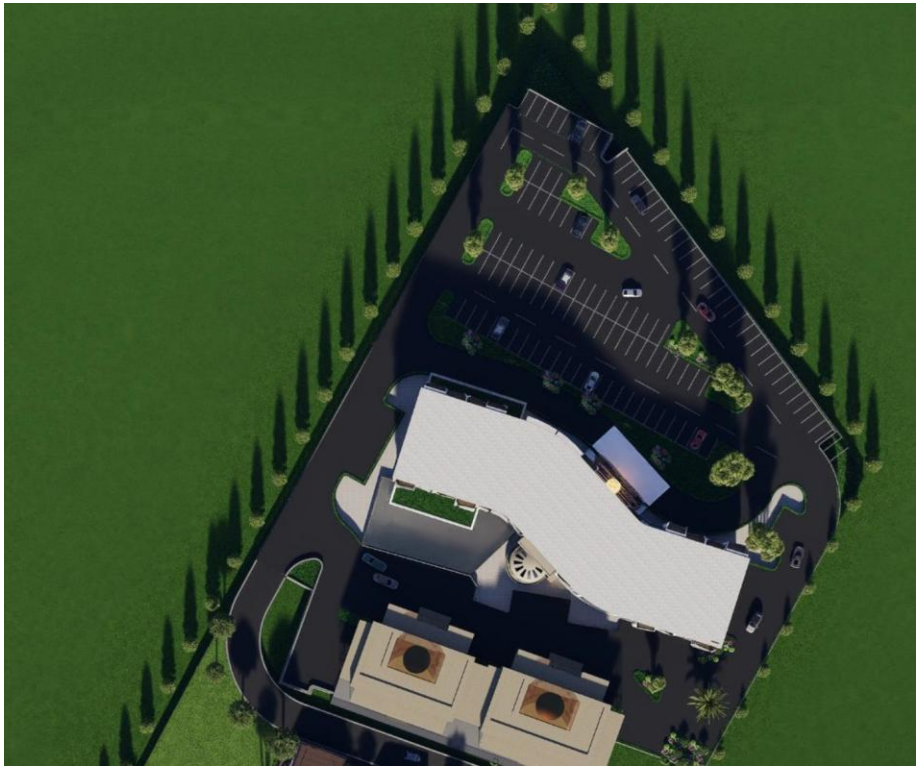
- Comments were made at the P&Z and council meetings concerning sidewalks. The sidewalk idea related to connecting the community.
- An infrastructure issue should be considered. A dedicated turn lane will likely be installed down near the adjacency to Boggy Ford to ensure smooth flow into the property from Boggy Ford.
- Additionally, property to either side of us still resides in the county and not in the city. The city has no ability to regulate those properties to require sidewalks. The Udoscape development is in the county and built a building up to the property line. If we built sidewalks to connect, that would be a property that would block connection. As design and implementation progresses, we are open to coordinated sidewalks, **we would just prefer not having a requirement for them if coordination is not possible with the adjoining property owners.**

How Will the Development be Managed



- We represent the developer group that will build the project
- Our group has contracted with IHG for franchise branding and Aimbridge to manage the facility.
- Aimbridge will manage the hotel, casitas, restaurant, spa, and conference center. None of the facilities will be managed as STRs or under a condo regime.

Parking on Top



- Questions were raised about locating parking at the top/back of the lot.
- The topography of the lot is dictating the location of parking. The area to the back is an area that can be flattened to the point that surface parking can be developed. Other options/location on the lot would necessitate multilevel parking which would be cost prohibitive.

Noise



- Comments were made, relative to noise, at the January Planning and Zoning meeting as well as at the February Council meeting.
- While we are closer to residential neighborhoods than the high school, we don't intend on generating the type of noise that band practice and football games generate.
- We plan to fully adhere to city noise ordinances so that we minimize our impact on neighbors.

Joint Entrance/Second Access Point



- Commissioner Lopez asked about a possible Joint entrance with landowners to either side of us.
- They haven’t begun planning their properties yet and they will also be planning with Travis county and not the City of Lago Vista.
- We did allow for the possibility of an additional access point to the property from the north if development occurs between us and Lohman Ford road, if that landowner is amenable.

Trees



- We have completed the required tree survey and identified the trees to be removed because of the development.
- ~~We are asking for a limit on the fee in lieu of payment required and understand that is a big ask. We believe the financial benefits we plan to bring to the city makes this a point worth considering.~~
- P&Z, as part of their recommendation motion, struck this line in our application ordinance. We accept that decision and are no longer seeking the tree mitigation fee cap.

Infrastructure Capacity: Water and Wastewater

Utility capacity to handle possible hotel project

Kevin Sullivan <kevin@ksrealtorsatx.com> 9:25 AM (2 minutes ago)
to ernesto.rios, Jordan, Charles, Kevin

Ernesto,

I hope you are doing well.

I'm helping the development group applying for zoning to build a hotel project at 19708 Boggy Ford road. At multiple meetings, commission or council members raised the issue about utility capacity to handle this project. I believe you may have even addressed it at one of the meetings.

I wanted to ask directly if you have any concerns about having sufficient water and wastewater capacity for the project? We have communicated the need for approximately 73 LUE's of capacity. Do you foresee any capacity issues that would cause the city problems if development were approved?

Thank you in advance for your response, and best wishes to you and the rest of Public Works.

Best regards,
Kevin

--

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Utility capacity to handle possible hotel project External Inbox ×

Summarize this email

Kevin Sullivan 9:25 AM (3 hours ago)
Ernesto, I hope you are doing well. I'm helping the development group applying for zoning to build a hotel project at 197...

Ernesto Rios 12:22 PM (30 minutes ago)
to Jordan, Charles, Shane, me

Good morning Mr. Sullivan

Thank you for reaching out, I appreciate you checking in directly on this.

Based on our current understanding of system conditions and the information provided regarding the anticipated demand (approximately 73 LUEs), we do not have any immediate concerns regarding the availability of water or wastewater capacity to serve the proposed development. At this time, the system is capable of accommodating that level of demand without creating operational issues for the City.

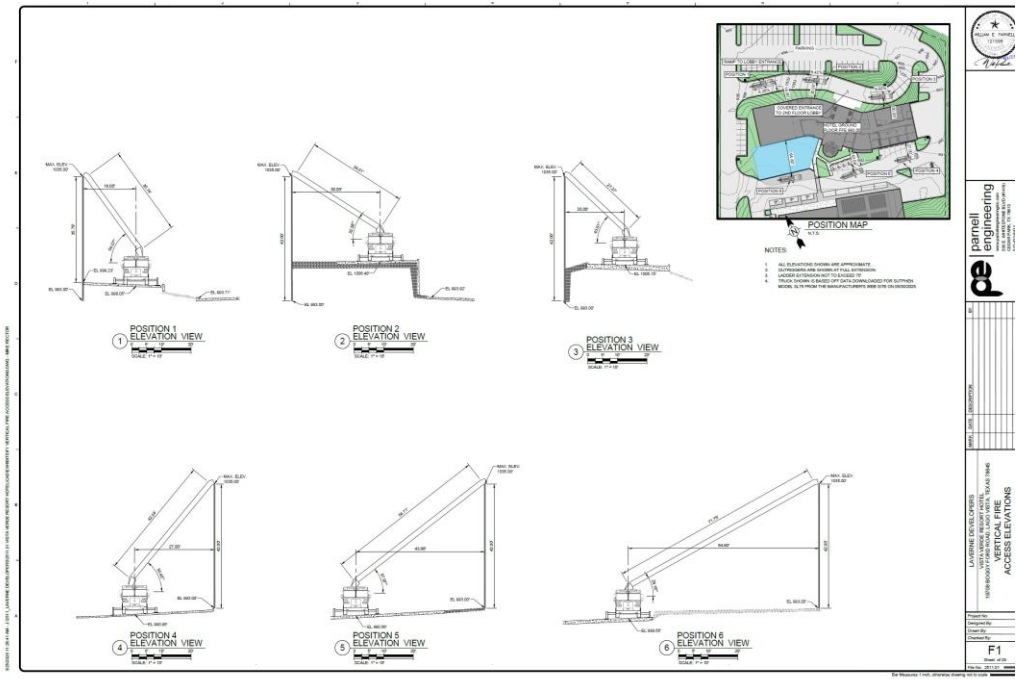
That said, as with any project of this scale, final confirmation would occur during the development review and permitting process, where we evaluate more detailed engineering plans, confirm system modeling as needed, and ensure all infrastructure requirements are met.

Let me know if you have any questions.

Thank you

Ernesto Rios
Director of Public Works

Coordination with ESD

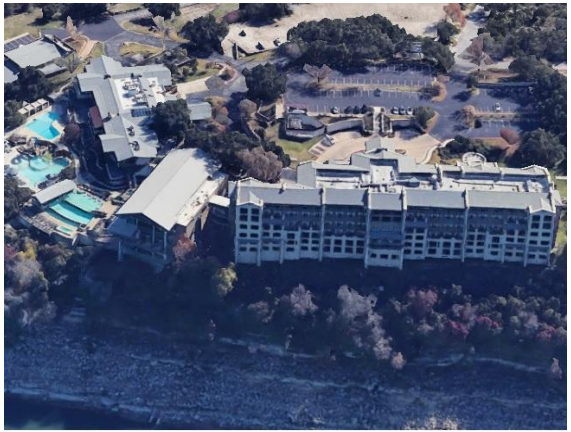


- While still mayor, I introduced Mr. Dendukuri to Chief Norman of the ESD, and they had several conversation that also included Greg Johston.

- All issues related to the ability for ESD equipment to access the property have been addressed. The ESD also indicated that no new equipment would be needed to service a 65-foot building. With our recent change to shorten the building, we are further within the bounds of what they can address.

Height in central Texas cities

City	Base Commercial Height	Hotel Reality	Key Takeaway
Lago Vista	~28 ft (2–3 stories)	Mostly low-rise	Most restrictive baseline
Lakeway	~32 ft (2–3 stories)	Resort ~6–7 stories (exception)	Restrictive, but allows landmark exceptions
Marble Falls	~45 ft (3–4 stories)	Recently approved ~59 ft / 4-story hotel	Actively allowing taller hotels
Kerrville	No strict cap (context-based)	3–5+ stories common	Most flexible approach



We understand that each city is unique and has their own standards. We included this slide because a comment was made at the P&Z meeting that Lakeway is restrictive and designed as a low-rise community. This table shows that Lago Vista is even more restrictive compared to Lakeway, Marble Falls, and Kerrville. Lakeway, a city considered strict on height allowed, approves landmark exceptions. See the pictures of the Lakeway resort and Baylor Scott and White medical center as two examples. They also have two other hotels with 4-5 stories and numerous commercial buildings of 3-4 stories.



Height and Commercial Proximity to Residential

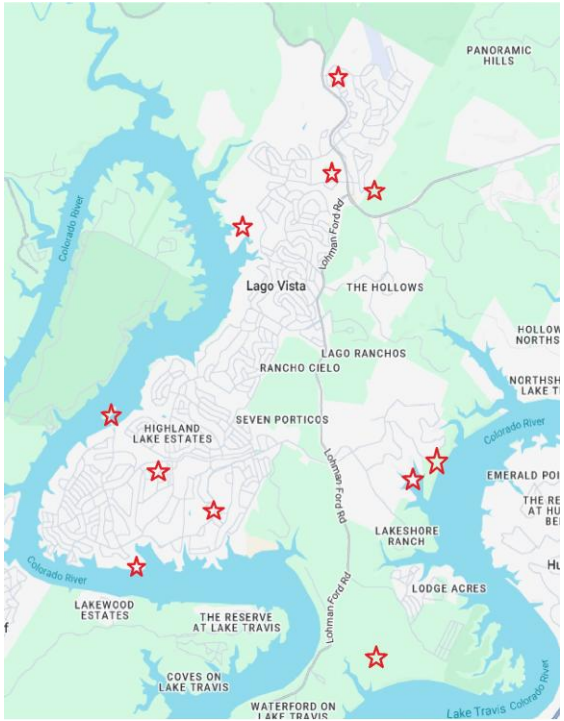


- The development has been reconfigured
- The conference center previously on the top floor has been relocated to another location on the lot.
- Our intent is to limit the hotel building height to 42 feet. The building will have its base at 993 AMSL and extend up 42 feet to 1035 AMSL. The highest point of the lot is 996 AMSL and C2 zoning allows for 28 feet above the highest point of the lot or 1,024 AMSL in this case. A height variance of 11 feet is being requested.

Height and Proximity to Residential - Examples

Development	Approval Date	Built	Height Allowed/Proximity to Residential
Nature's Point	3/4/2021	Y	65 feet above grade for hotel buildings, property abuts residential
Nature's Point	3/4/2021	Y	42 feet above grade for all other buildings, property abuts residential
Winn Ranch	6/16/2022	N	40 feet above the highest point of the lot for amenity centers.
Winn Ranch	6/16/2022	N	75 feet above the highest point of the lot for apartments, condominiums, and hotels
Peninsula	8/21/2008	N	745 AMSL for dry boat dock storage facility
Peninsula	8/21/2008	N	776 ASML - 48 feet above the highest point on the lot for parcel D1
Peninsula	8/21/2008	N	755 ASML - 26 feet above the highest point on the lot for parcel D2
Peninsula	8/21/2008	N	755 ASML - 26 feet above the highest point on the lot for parcel D3
Mahogany	4/5/2007	N	32 feet above the highest point of the Commercial district area.
Marshall's Harbor Condo Development	11/19/2015	N	35 feet from the highest point of the lot
Anodamine	Approx 2015	Y	3 story building that abuts residential property
The Island	Approx 1985	Y	4-Story building , abuts other SF residential
Highland Lake Boutique Hotel	9/19/2013	N	3 Story boutique hotel approved on land directly abutting residential property
Vista Bella Apartments	Approx 2017	Y	3-Story building, abuts other SF residential
Lago Vista Village	Approx 2007	Y	Multistory intense commercial development that dirtectly abuts residential property
Lowe's Market Commercial Center	Approx 2005	Y	Intense commercial development that dirtectly abuts residential property

Height and Proximity to Residential - Examples



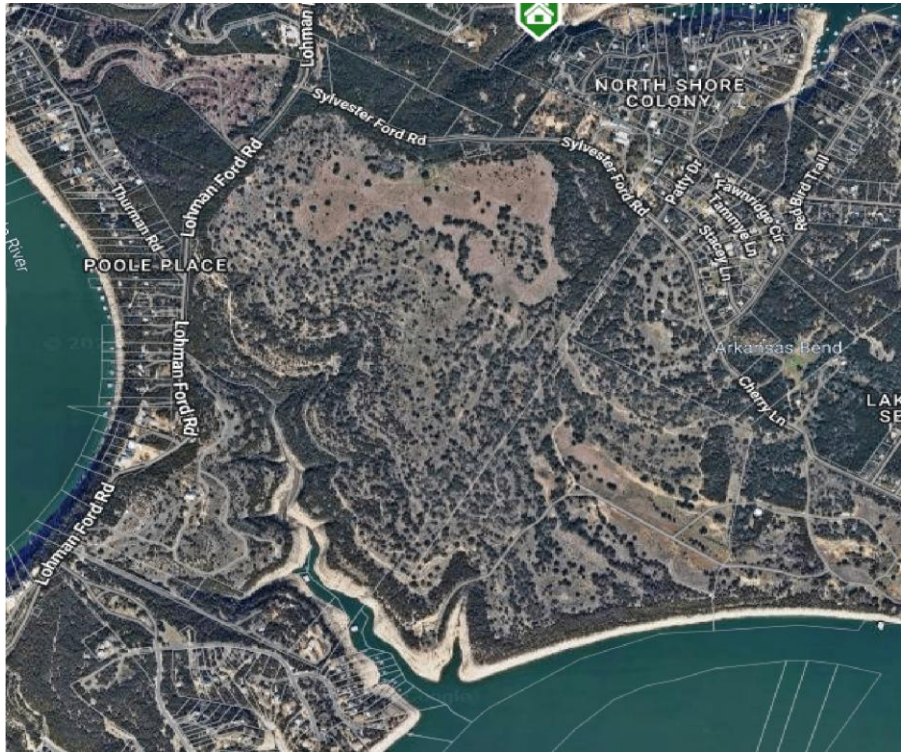
- This map is just to show that prominent buildings have been approved in all parts of the city. They are not concentrated in the 1431 corridor, or just on the waterfront for example.
- Also note from the previous slide that not all the approvals came during one period of time. Approvals happened as long as 40 years ago and as recent as just a few years ago with others sprinkled inbetween.

Height and Proximity to Residential – Nature's Point



- Nature's Point Development approved 3/4/2021.
- Approved for numerous buildings. Hotel building can be 65' from its base. Other buildings such as wedding venues and casitas can be up to 42' tall.
- Nature's Point property directly abuts residential property.

Height and Proximity to Residential – Winn Ranch



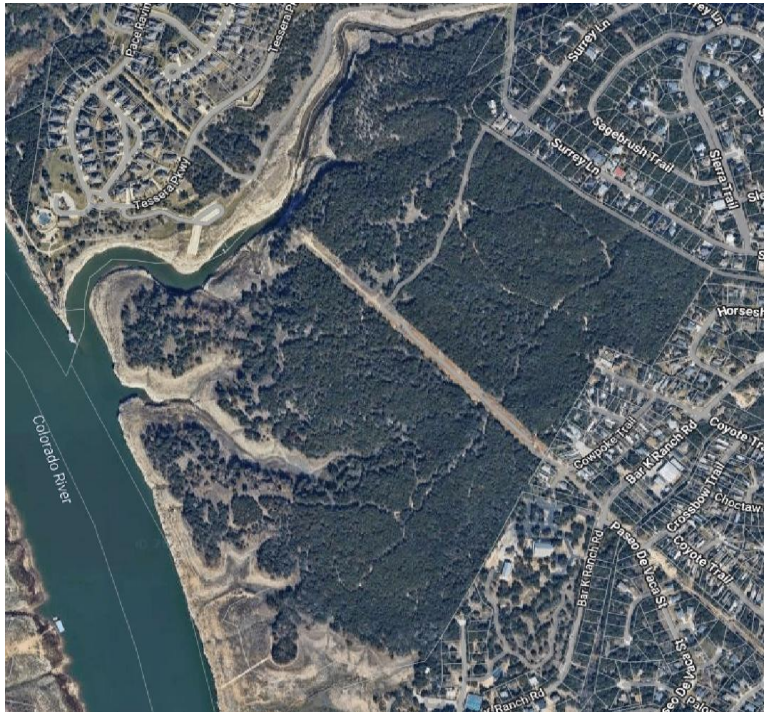
- Winn Ranch entitlement approved 6/16/2022
- Amenity Centers approved for 40’ height above the highest point of the lot.
- Hotel, apartments, and condominiums approved for 75’ above the highest point of the lot.

Height and Proximity to Residential – Peninsula



- Peninsula entitlement approved 8/21/2008
- Main condo/apartment building approved for 48’ above the highest point on the lot.
- A restaurant, dry boat storage, and marina all approved as part of the package.
- The peninsula property directly abuts other residential property.

Height and Proximity to Residential – Mahogany



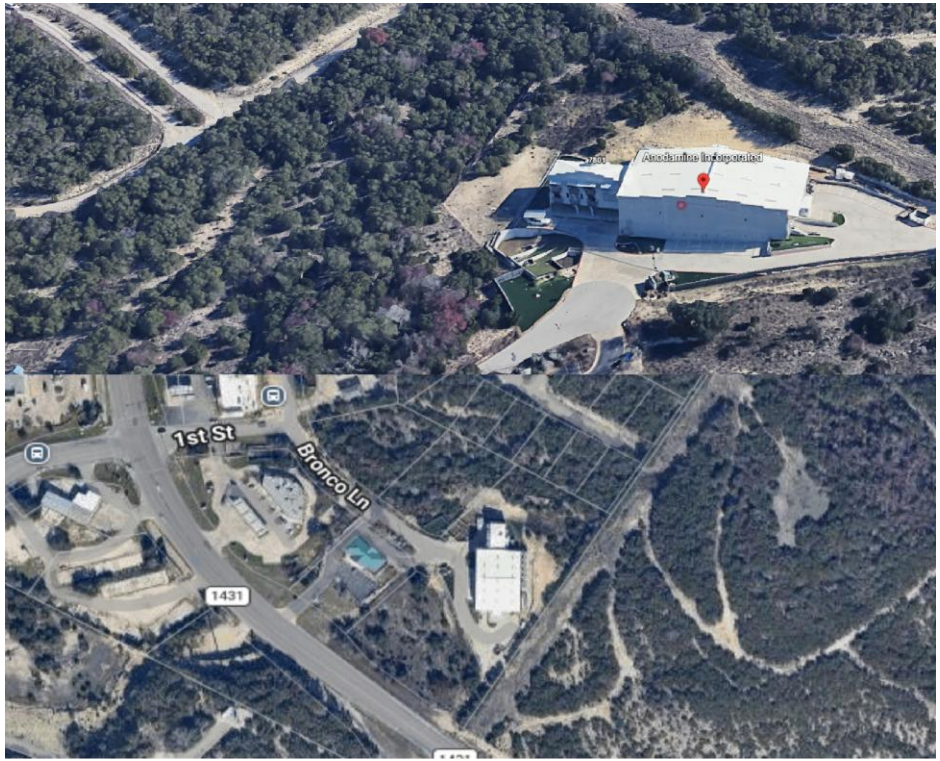
- Mahogany entitlement approved 4/5/2007. It was superseded by the approval of the Turnback PDD but still serves as an example of what the community approved.
- Hotel in its commercial district approved for 32’ above the highest point of the lot.

Height and Proximity to Residential – Marshall's Harbor Condos



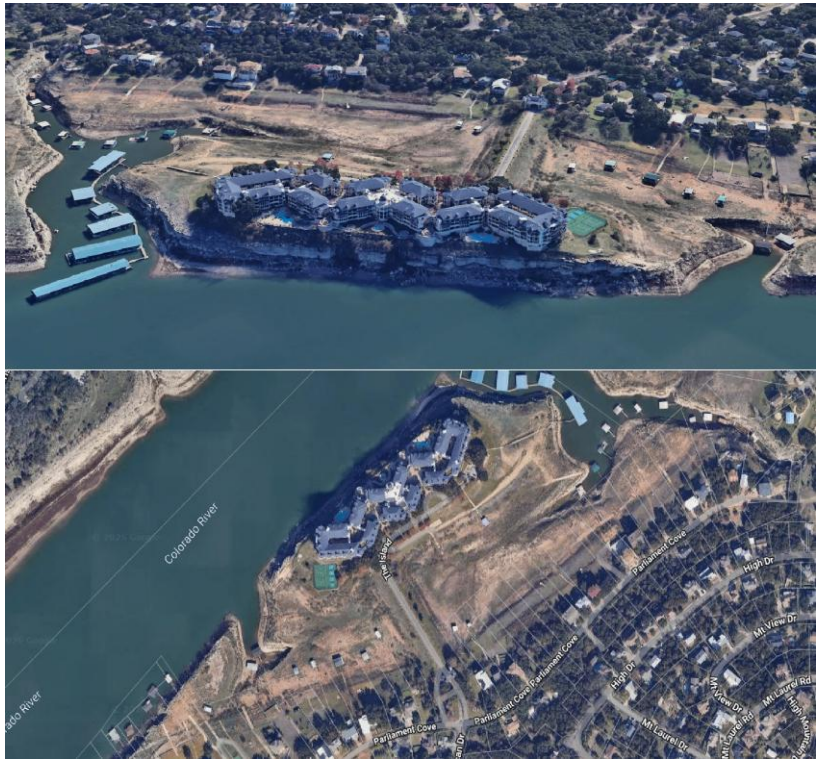
- Marshall's Harbor Condos entitlement last confirmed approval 11/19/2015.
- Condo building approved for 35' above the highest point on the lot.
- This property directly abuts other residential property.

Height and Proximity to Residential – Anodamine



- Anodamine commercial building received approval in the 2015 timeframe.
- Commercial building approved for 3 stories in a commercial district.
- This property directly abuts residential property.

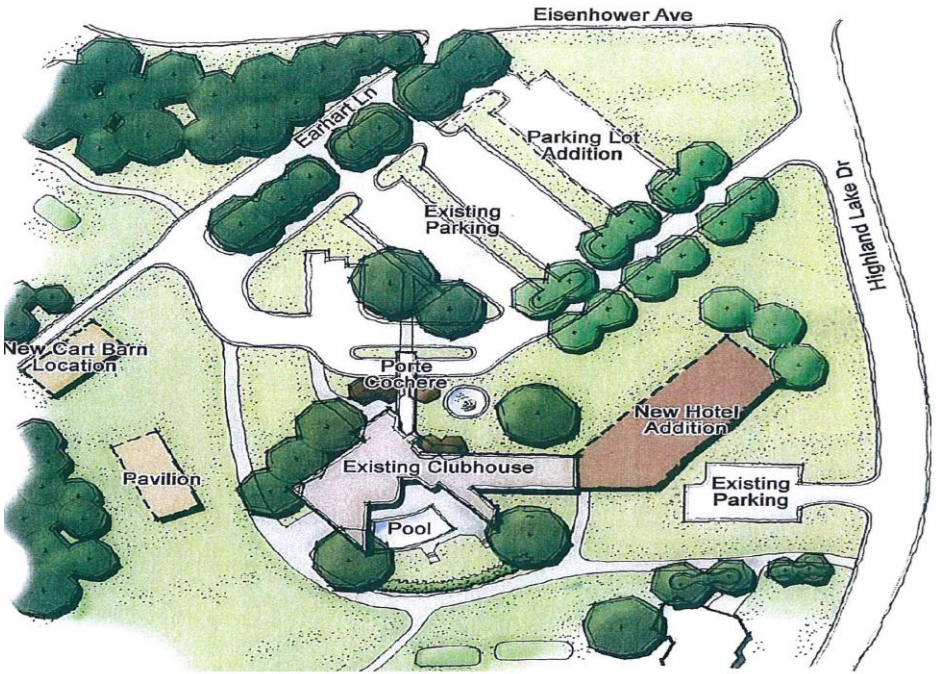
Height and Proximity to Residential – The Island



- The Island Multi-Family residential building received approval in the 1986 timeframe.
- Multi-family residential building approved for 4 stories.
- This property directly abuts single family residential property.

Height and Proximity to Residential – Highland Lakes Hotel





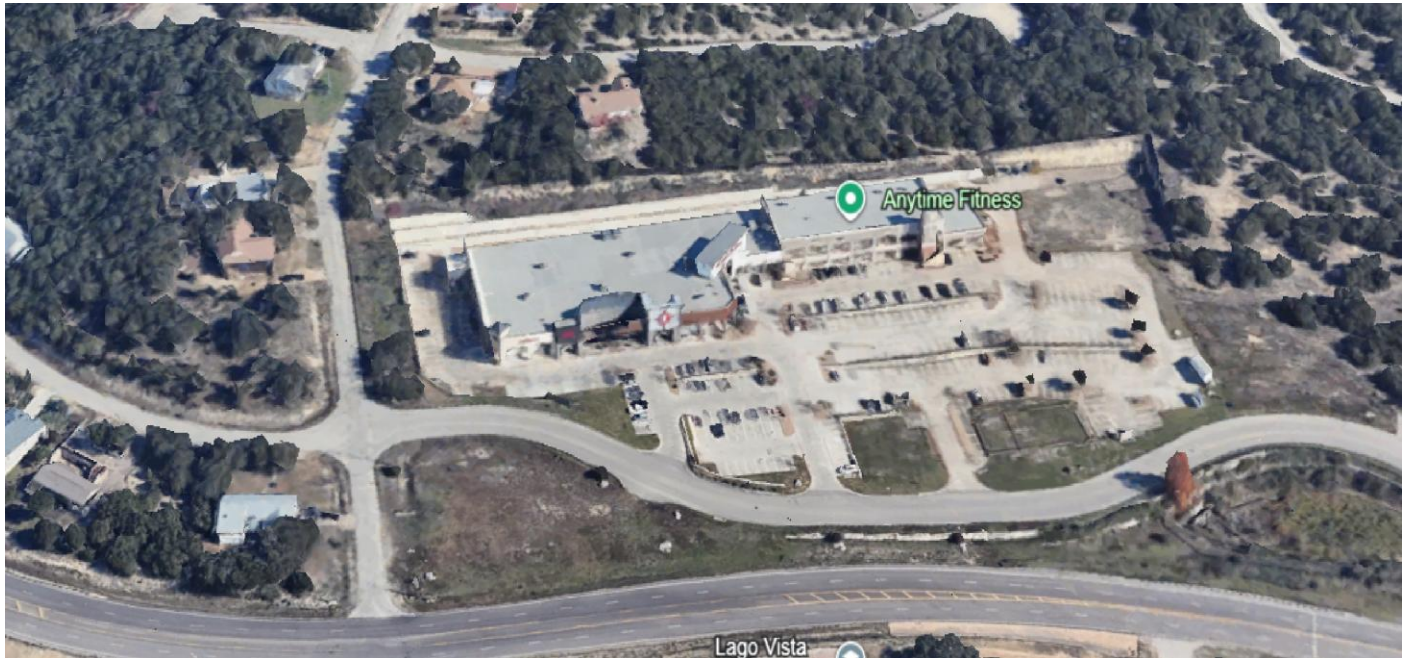
- The Highland Lakes Golf Course Hotel building received approval September 2013.
- Directly abutting SFR, the hotel approved for 28 feet above the highest point of the lot. Plan was 60 room, 3-story hotel.

Height and Proximity to Residential – Vista Bella Apartments



- Vista Bella Apartment building constructed in 2019, 3-story building.
- Directly abutting Single Family Residential.

Proximity to Residential – Lago Vista Village



- Lago Vista Village Commercial building constructed Approximately 2007, 2-story building.
- Directly abutting Single Family Residential.

Proximity to Residential – Lowe's Shopping Center



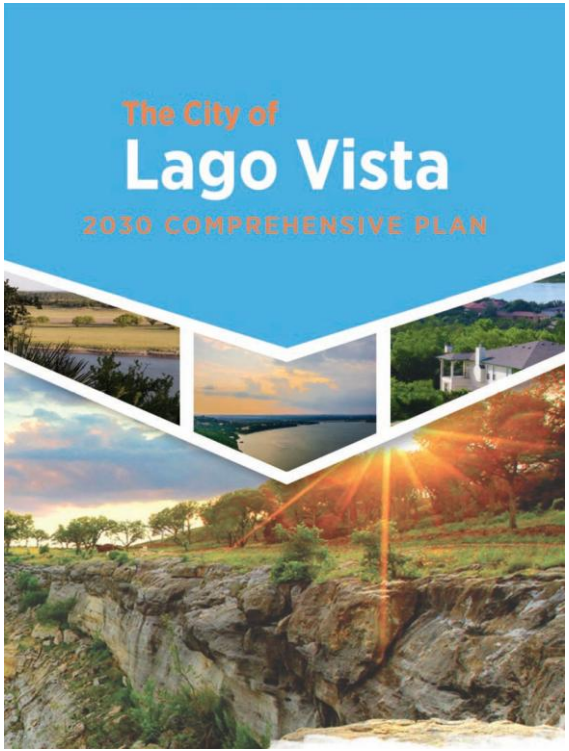
- Lowe's Commercial Shopping Center constructed approximately 2006.
- Directly abutting Single Family Residential.

Proximity to Residential Continued



- The proposed development has commercial lots surrounding it on three sides with the fourth side bordered by a public street.
- The American Planning Association (APA) recommends a 25–50-foot buffer for **Intense** commercial uses. We have 8 times the recommended buffer between us and the nearest residential lot-line. Our lot-line is almost 800 feet from the nearest home in 7 Porticos and 1,100+ feet away from most of the homes there.
- The APA also suggests that public roadways are also good buffers between residential and commercial. That means all four sides of our property have buffers that would meet APA scrutiny.
- The Firefly residential development to our south has confirmed they have no objection to the hotel development.
- Video from approximate top of building

Conformity with the Comprehensive Master Plan



- Our proposed development follows the recommendations in the Comprehensive Master Plan (CMP) and its accompanying Future Land Use Map. In multiple places in the CMP, it recommends the city pursue attracting a hotel.

- In the Planning & Zoning meeting, Commissioner Hewgley made the impassioned point that they have the right to deny an application that doesn't meet the character of the city. We appreciate the passion he brought to the discussion, but we respectfully point out that the historical record indicates that the Hotel Indigo project not only meets the character of the community but also represents the embodiment of a developer responding to exactly what the CMP voiced was a priority.

BUILDING HEIGHT OPTIONS

Hotel Indigo — 19708 Boggy Ford Road

Four approaches to address the 11' height variance on the guest room building

Elevation Limit per Code	28’ above highest point (996’) for 1,024' maximum building top elevation
Event Center	FFE 988' | 32' height | Top: 1,020' | 4' UNDER limit
Guest Rooms	FFE 993' | 42' height | Top: 1,035' | 11' OVER limit

OPTIONS FOR BUILDING HEIGHT

FOUR OPTIONS	OPTION 1 Swap Hotel & Event Center	OPTION 2 Excavate Under Hotel	OPT 3 Eliminate a Floor	OPT 4 Approve Requested 11' Variance
Additional Cost	$900K–$1.5M	$1.4M–$2.4M	Project becomes financially infeasible	$0
Variance Solved?	No (6' left)	Yes	Yes	No (approved)
IHG Agreement	At risk	View blocked/At Risk	Breached	Honored
Rooms Delivered	90	90	0	90
All City Tax Revenue	$538K/yr delayed	$538K/yr delayed	$0/yr	$538K/yr On Schedule
Impervious Cover	Redesign needed	OK	Irrelevant	OK
Timeline	6–9 mo delay	8–12 wk delay	Project does not move forward	On schedule

Option 4 is the only path that honors the signed IHG franchise agreement, complies with impervious coverage, delivers all 90 rooms and associated tax revenue on a timely basis, and avoids $1M–$2.4M in additional costs.

WHAT THE CITY GAINS ON EXPEDITED BASIS FROM OPTION 4

- Total impact fees of $900K - $1M
- ~$368,000/year in Hotel Occupancy Tax revenue
- Year-round commercial utility revenue
- 45–55 permanent local jobs
- Privately funded 8" fire line (1,500 GPM)
- Property tax on $28–30M completed asset
- Full 90 rooms per signed IHG agreement

Source: Parnell Engineering (F-19566) | IHG Franchise Agreement | Laverne Developers LLC

Final Thoughts



- Our development is in line with most recently approved Comprehensive Master Plan and is being designed to minimize impacts on traffic, infrastructure, and neighbors.
- We've voluntarily annexed into the city in a section of town identified as the number 1 area desired for annexation.
- We are following the city defined process to achieve approval of our development. Working with all parties.
- There is broad agreement that Lago Vista needs a hotel
- This development will bring a much-needed asset to the community while also providing a healthy influx of tax dollars to the community and a diversification of the tax base which benefits residential taxpayers.
- The developer showed transparency with the city by discussing the concept of a hotel on this site during the annexation process and has never wavered.

Q&A

Hotel Indigo Lago Vista

19708 Boggy Ford Road, Lago Vista, Texas

Prepared by Laverne Developers LLC

ORDINANCE NO. 26-05-07-03

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, AMENDING THE OFFICIAL ZONING MAP BY CHANGING THE ZONING DISTRICT FOR THE PROPERTY LOCATED AT 19708 BOGGY FORD, APPROXIMATELY 7.055 ACRES OF LAND OWNED BY LAVERNE ESTATES LP, FROM TR-I ("TEMPORARY RESTRICTED") TO A PDD ("PLANNED DEVELOPMENT DISTRICT") WITH DESIGN APPROVAL TO BE REFERRED TO AS THE "LAVERNE ESTATES PLANNED DEVELOPMENT DISTRICT;" AND PROVIDING FOR RELATED MATTERS.

WHEREAS, Laverne Estates, LP acting by and through Arun Dendukuri, the owner of approximately 7.055 acres of land in at 19708 Boggy Ford Road in Lago Vista, Texas and in Travis County, Texas as more particularly described on the attached Exhibit "A" (described hereinafter as the "Property"), have requested that the Property be zoned as a PDD to be known as the "Laverne Estates Planned Development District," and

WHEREAS, the Property currently resides within the corporate limits of the City of Lago Vista;

WHEREAS, the conceptual plan for the Property is set forth in this "Laverne Estates PDD" Zoning Ordinance (the "Ordinance") and in Exhibit "B" attached hereto (the "Land Use Plan"), which identifies and designates various land uses for the Property as further described below;

WHEREAS, after giving ten (10) days written notice to the owners of land in and within 200-feet of the area being rezoned, as well as having published notice to the public at least fifteen (15) days prior to the date of such hearings, the Planning and Zoning Commission and City Council each held separate public hearings on the proposed rezoning of the Property included in this Ordinance; and

WHEREAS, the Planning and Zoning Commission at its public hearing held on January 8, 2026 and the City Council at its public hearing held on February 19, 2026, have both reviewed the request and the circumstances of the Property, and find that a substantial change in the circumstances of the Property, sufficient to warrant a change in the zoning of the Property, has transpired; and

WHEREAS, the City, by and through its legislative discretion, has adopted a comprehensive plan for the City of Lago Vista, and having considered and reviewed such comprehensive plan, the City Council finds the rezoning approved herein is consistent with the comprehensive plan which shall not be interpreted as inconsistent with this rezoning; and

WHEREAS, the City desires that development within its corporate limits occur in an orderly manner in order to protect the health, safety, and welfare of its present and future citizens, protect property values and provide for the growth of the City's tax base; and

WHEREAS, the City desires to control the development standards for the Property, protect third party property owners in the City, and to ensure the benefits of planned development and an enhanced tax base that are achieved through rezoning the Property; and

WHEREAS, pursuant to Chapter 211 of the Texas Local Government Code, the City has the authority to zone and rezone property; and

WHEREAS, the City Council finds that it is necessary and proper for the good government, peace or order of the City of Lago Vista to adopt this Ordinance.

Now, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact. The Planning and Zoning Commission and City Council find that this Ordinance satisfies the requirements of Section 6.105, Section 10 and Section 13 of the City of Lago Vista Zoning Ordinance, codified under Ordinance No. 98-04-27-03, as amended (the "Zoning Code").

Section 2. Enactment. The Zoning Code and other applicable ordinances are hereby modified and amended by rezoning the Property as set forth in Section 3.

Section 3. Rezoned Property. The Zoning Code is hereby amended by zoning the Property, being the 7.055 acre tract of land described on Exhibit "A" attached to this Ordinance, as a PDD zoning district. The Property is hereby zoned as the "Laverne Estates Planned Development District" with the uses of individual land areas as set forth in this Ordinance. The proposed development will adopt the C-2 zoning district as its base zoning which corresponds to the designation of the land in the current Future Land Use map as published in the 2030 Comprehensive Master Plan passed by the Lago Vista City Council in May of 2016 (see Exhibit “A” for the official legal description of the property and the survey with the property boundaries).

Section 4. Amendment of Applicable Zoning Ordinances. The zoning requirements established in this Ordinance shall apply to the Property. The comprehensive zoning requirements of the Zoning Code and all other applicable ordinances, as they may be amended by this Ordinance, shall apply to the Property. Should any conflict appear between the requirements of the zoning and development ordinances of the City of Lago Vista as compared with the requirements for the Property set forth in this Ordinance, the requirements set forth in this Ordinance shall control.

Section 5. Phasing within the PDD. The Property shall be developed in one phase in accordance with the Land Use Plan and as depicted in Exhibit "B", attached hereto and incorporated herein for all purposes. The development will consist of a Hotel (78 rooms in a building covering .42 acres), Restaurant housed in the hotel building, Spa also housed in the hotel building, Conference Center (separate building occupying .32 acres), and Casitas (6 individual buildings occupying .03 acres) with associated parking, stormwater treatment, stormwater detention, utilities, grading and access improvements. The subject property is 7.055 acres and is moderately wooded with significant topographic variation (approximately 76’ of elevation change across the site). The property contains numerous trees of native species (Live Oak, Cedar Elm), as well as non-native species such as Cedar trees (Ashe Juniper).

Section 6. Zoning Requirements. The following use and site development requirements established herein shall apply to the Property:

1. Zoning. The base zoning district will be C-2. The applicant proposes to change the base zoning from TR-1 (current) to PDD (Planned Development District). All C-2 standards shall apply except where modified herein. The planned development standards shall supersede any

conflicting provisions of the City of Lago Vista Unified Development Code. The use and development of the Property shall comply with the zoning requirements and development standards of the City of Lago Vista, except as specifically described below (see additional detail in Exhibit B-6).

A. Resort Hotel, Restaurant, and Spa Complex. This single structure or series of attached structures is to serve as a resort lodging facility, with support and ancillary amenities to accommodate short-term visitors to the area. A maximum of 78 guest rooms shall be allowed, each with a minimum area of 400 square feet. Anticipated amenities and support functions shall include, but not be limited to restaurants, hotel-related retail services, a full-service spa including a hair and nail salon, fitness facilities, and staff offices. The maximum enclosed area, exclusive of any covered parking facilities, shall be 50,000 square feet. This facility shall comply with the development standards of the C-2 zoning district except as otherwise described herein.

B. Casitas. A maximum of SIX separate structures with a minimum of 800 square feet that will provide short-term lodging. Each structure will include a range of between two and three rental units, with each rental unit including between one and two bedrooms. These facilities shall comply with the development standards of the R-4 zoning district except as otherwise described herein. These units will be managed by the hotel and will not be a condo regime or Short Term Rental model.

C. Conference Center. A single structure that is intended to provide conference and meeting space for use by hotel guests and local participants

2. Development Standards.

A. Streets.

i. All streets and driveways on the Property are private and shall be maintained by the property owner. There are no public streets on the Property.

ii. The subject property is situated near the northwest corner of Boggy Ford Road, and Lohman Ford Road, which are public roadways. This project proposes connecting only to Boggy Ford Road which will be our primary frontage.

iii. All fire lanes shall be a minimum of 24 feet wide and constructed in accordance with the City of Lago Vista design standards and specifications and requirements of the applicable Travis County Emergency Services District.

iv. Boggy Ford Road is the only access point for the site and will serve as the primary street access. Secondary access shall not be required due to topography, trees, and drainage infrastructure.

B. Sidewalks. A Public Access Easement will be provided along front of the property and sidewalks will be constructed at the cost of the owner at such point that there is a contagious path for connection. Sidewalks are not required anywhere on the property except as otherwise required by the Americans with Disabilities Act. Sidewalks shall be provided internally throughout the Property at the discretion of the owner.

C. Parking. Required off-street parking shall comply with the Lago Vista Zoning Ordinance except as described below:

i. Parking may be located between buildings and Boggy Ford Road.

ii. Parking may be located between the building(s) and the roads where necessary due to design, grading, tree preservation, or site constraints.

iii. No parking shall be allowed along Boggy Ford Road.

iv. Parking ratios shall conform to the following

LAGO VISTA RESORT HOTEL USE/PARKING TABLE					
Use	Quantity	Unit	Use Parking Ratio	Parking Required	Parking Provided
Hotel/Motel	78	Rooms	1 PER ROOM	78	90
Event Space (Main)	6,000	sq. ft.	1 PER 500 SF	12	20
Event Space (Aux)	7,929	sq. ft.	1 PER 500 SF	16	17
Restaurant (Lobby Includes Bar)	4,000	sq. ft.	1 PER 250 SF	16	23
Casita	12	Rooms	1 PER ROOM	12	25
			Total Required	134	175

D. Setbacks and Buffers.

i Minimum setbacks shall follow C-2 standards

ii Grading, paving/parking, utilities, drainage facilities, stormwater facilities, and retaining walls shall be permitted within setback areas.

E. Signage. All signage shall be in accordance with the applicable requirements (including lighting) of the City of Lago Vista, except as described in the Signage Plan and standards included in Exhibit "C" attached hereto.

F. Maximum Building Heights.

i. Resort Hotel and Spa Complex: These structures shall not exceed four (4) stories in height from the level of the fire lane at the front of the building. The maximum height of the structure shall be forty-two (42) feet above grade, measured from the lowest adjacent paving elevation of the front driveway. The building will have its base at 993 AMSL and extend up 42 feet to 1035 AMSL. The highest point of the lot is 996 AMSL and C2 zoning allows for 28 feet above the highest point of the lot or 1,024 AMSL in this case. A variance of 11 feet is being requested.

ii. All Other Structures: No other structure shall exceed two (2) stories in height from the level of the fire lane or emergency access drive at the front of or adjacent to the building. The maximum height of each structure shall be thirty-two (32) feet above grade, measured from the lowest adjacent paving elevation of the front or nearest adjacent driveway. No height variance is needed or being requested for all the other structures.

G. Tree Preservation. Section 20, “Tree Preservation and Landscaping Requirements” in Part IV “Administration and Enforcement” of the Lago Vista “Zoning Ordinance” is acknowledged to dictate the requirements concerning the removal of protected trees from the subject property. Full compliance with the cited section will control the development of the property. Replacement trees on the Property shall be located in accordance with an approved landscape plan. Encroachment into up to 25% of the critical root zone of trees

shall be permitted, provided: (1) a certified arborist report is submitted (where needed); (2) tree protection measures are implemented; (3) monitoring occurs before, during, and after construction. Preserved tree clusters may count towards mitigation requirements.

H. Impervious Cover. The subject property, contrary to previous submittals, does NOT lie in the Austin ETJ release area as defined by the Interlocal Agreement between the City of Austin and the City of Lago Vista (see Exhibit B-7). The development will adhere to current Lago Vista C-2's impervious cover standards.

I. Landscaping. Landscaping within the Laverne Estates Planned Development District shall comply with the modified standards herein which supersede conflicting provisions of the Unified Development Code.

a Credit for Existing Vegetation: Preserved wooded areas may count toward required landscape area, buffer area, and open space requirements; Preserved tree clusters may substitute for required parking lot trees and perimeter trees; Existing understory vegetation may count toward buffer requirements without supplemental planting unless deemed necessary for screening of mechanical or service areas.

b Parking Lot Interior Landscaping: Interior landscaping shall require no more than one (1) landscape island per ten (10) parking spaces; Existing trees located within parking areas may count toward required islands; Interior landscape islands may be reduced or relocated where necessary to preserve existing trees or accommodate grading constraints.

c Street and Perimeter Landscaping: Street frontage planting may consist of preserved natural vegetation.; Where preserved vegetation exists along property boundaries, additional buffer planting shall not be required; Landscape buffers may be reduced where topography or existing wooded areas provide effective screening.

d Irrigation: Irrigation shall not be required for preserved natural areas; Drip irrigation or temporary establishment irrigation shall be permitted in lieu of permanent spray systems; Native and drought-tolerant plant species are encouraged but not required.

e Planting Size Requirements: Replacement trees may be planted at a minimum two-inch (2") caliper; Shrubs may be planted at five-gallon size; Groundcover may substitute for shrubs where appropriate.

f Alternative Compliance: The Development Services Director may approve alternative landscape configurations that preserve existing natural features and reduce grading, provided the overall intent of buffering and visual screening is maintained.

J. Exterior Lighting. All exterior lighting shall comply with Lago Vista's Dark Skies ordinance in force at the time of permitting

K. Building Orientation and Street Visibility. Buildings shall provide an architectural façade toward adjacent public rights-of-way; however, buildings shall not be required to: Provide a primary pedestrian entrance directly from a public street, Provide retail storefront elements, or Meet any minimum glazing percentage. t.

L. Fenestration and Transparency. No minimum glazing percentage or window-to-wall ratio shall apply. Window placement and quantity shall be determined by: Interior functionality, Energy efficiency, Solar orientation, Cost efficiency. Blank wall areas are permitted and may be treated with: Material variation, Architectural banding, Reveals, Landscaping.

M. Building Articulation. Buildings should incorporate architectural variation sufficiently to avoid large uninterrupted monotone surfaces. Variation may be achieved through: Material changes, Color changes, Entry features, Canopies or awnings, Architectural reveals, Vertical or horizontal banding, No minimum depth, frequency, or height change shall be required.

N. Building Frontage and Height. No minimum building frontage requirement shall apply. Buildings may be located anywhere within the buildable area, subject only to the agreed setbacks. Buildings shall have a max height of 42'.

O. Grading and Retaining Walls. Retaining walls up to 20 feet in height shall be permitted administratively. Tiered retaining wall systems shall be permitted. Grading within setback areas shall be permitted. These items will be assessed after design and permit has been approved and minimal impact to neighbors can be proven if any of the above is situated in the setbacks.

P. Cross-Access. No cross-access design or planning shall be required for this site. Public sidewalk easements may serve concurrently as Common Access Easements. If development occurs north of this property, cross access may be allowed.

Q. Drainage and Stormwater. Detention and water quality facilities may be located within setbacks. Underground detention and water quality is permitted. Cut from areas in the development will be redeployed to the northernmost part of the property to raise it and guide stormwater to the detention pond located at the southern end of the property (see Exhibit B-4). Pool discharge will be directed to facilities to be built by the developer and not discharged into the City of Lago Vista Sewer System in accordance with all TCEQ and LCRA regulations.

R. Other Applicable Regulations. Design and construction shall comply with all applicable regulations of other agencies or jurisdictions, including but not limited to the American with Disabilities Act, the Texas Accessibility Standards, TCEQ and LCRA.

3. Traffic Mitigation. The Developer completed a Traffic Impact Analysis in accordance with city requirements (see "Exhibit E"), coordinated with the city engineer, and will fully mitigate its proportional impact on the roadway system. A Deceleration Lane is required as part of the mitigation efforts from the traffic impact analysis; this additional lane will be dedicated by way of plat with additional right of way in order to accommodate an additional lane on Boggy Ford in addition to the deceleration lane. Payments for the development's proportional impacts will be made to the city who will be responsible for coordinating payments from other developers and then

making subsequent offsite improvements to the impacted roadway elements. Payments made by developer are subject to any credits against roadway impact fees as permitted by law.

4. Agreement. The appropriate departments of the City, the Planning & Zoning Commission and the City Council hereby find and agree that this Ordinance and the project contemplated herein complies with and satisfies the requirements of Section 6.105, Section 10.20, and Section 13.20 of the Zoning Ordinance as well as the Comprehensive Master Plan of the City of Lago Vista. The City Council finds that this Ordinance serves as both a concept plan and a detail plan approval and that no additional detail plans are required by the Zoning Ordinance and thus the requirements of Section 10.20(e) have been met.

5. Land Use Plan. The depiction of the "Laverne Estates Planned Development District" in Exhibit "B" is not intended to reflect the level of detail and finality associated with construction permit documents. Non-substantive changes which do not alter the basic relationship of the proposed development to adjacent property, which do not alter the uses permitted, increase the density, height, or impervious surface coverage of the site, which do not decrease the off-street parking ratio or reduce the required setbacks within the boundary of the site and which do not decrease any buffers shown on the approved detail plan shall be administratively authorized in writing by the Development Services Director. Conversely, substantive changes in the detail plan shall be considered in accordance with the requirements of Section 10 of the Zoning Ordinance.

Section 7. Repealer. The Zoning Ordinance and all other applicable portions of the Lago Vista Code of Ordinances are amended as required to incorporate the "Laverne Estates Planned Development District" as described herein. Any portion of the Zoning Ordinance, Comprehensive Master Pan or any applicable ordinance in conflict with this Ordinance is hereby repealed or amended to the extent of such conflict only.

Section 8. Severability. Should any section or part of this Ordinance be held unconstitutional, illegal, or invalid, or the application to any person or circumstance for any reasons thereof ineffective or inapplicable, such unconstitutionality, illegality, invalidity, or ineffectiveness of such section or part shall in no way affect, impair or invalidate the remaining portion or portions thereof; but as to such remaining portion or portions, the same shall be and remain in full force and effect and to this end the provisions of this Ordinance are declared to be severable.

Section 9. Effective Date. This Ordinance shall be in force and effect from and after its passage on the date shown below in accordance with the provisions of the Texas Local Government Code and the City's Charter.

Section 10. Change of Zoning Map. The City Manager is hereby authorized to and shall promptly note the zoning change on the official Zoning Map of the City of Lago Vista, Texas.

Section 11. Proper Notice and Meeting. It is hereby officially found and determined that notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551, Texas Local Government Code.

[Approval to follow]

AND, IT IS SO ORDERED.

PASSED AND APPROVED this **7th** day of **May** 2026.

_____

Shane Saum

Mayor, City of Lago Vista, Texas

ATTEST:

_____

Robin Smith

City Secretary, City of Lago Vista, Texas

APPROVED AS TO FORM:

_____

Bradford Bullock

City Attorney, City of Lago Vista, Texas

EXHIBIT "A"
Legal Description and Survey

Exhibit "A"

METES AND BOUNDS

Being 7.056 acres, more or less, out of the G.M. Campbell Survey, Abstract No. 189, & D.W. Railroad Co. Survey, Abstract No. 2605, same being the property described in a Warranty Deed recorded in Volume 13380, Page 2223, Real Property Records, Travis County, Texas, same being the property described more particularly described by metes and bounds as follows:

BEGINNING at a 1/2 inch iron rod found for the South corner of this 7.056 acres, same being the West corner of Stanley D. & Sandra L. Miller 5.419 acres (Document Number 2004130875), same being on the northeast line of a 60 foot wide Right-of-Way called Boggy Ford Road, same also being the **POINT OF BEGINNING;**

THENCE along the line common with this 7.056 acres and said northeast Right-of-Way line of Boggy Ford Road the following courses and distances:

Along a curve to the left, with a radius of 351.08 feet, an arc length of 84.24 feet (called 84.25 feet), with a chord bearing North 58 degrees 40 minutes 58 seconds West, a chord length of 84.03 feet, and a delta angle of 13 degrees 44 minutes 50 seconds to a point for an interior corner;

North 65 degrees 23 minutes 19 seconds West (called 65 degrees 07 minutes 55 seconds West), a distance of 316.65 feet to a 1/2 inch iron rod found for the West corner of this 7.056 acres, same being the southeast corner of Machart Trust 7.931 acres (Document Number 2010111400);

THENCE along the line common with this 7.056 acres and said Machart 7.931 acres, North 28 degrees 17 minutes 44 seconds East (called North 28 degrees 33 minutes 41 seconds East), a distance of 871.19 feet (called 871.24 feet) to a 1/2 inch iron rod found for the North corner of this 7.056 acres, same being the southwest line of Stone Fountain Partners LLC. 10.26 acres (Document Number 2015075252);

THENCE along the line common with this 7.056 acres and said Fountain 10.26 acres, South 37 degrees 21 minutes 51 seconds East (called South 37 degrees 04 minutes 30 seconds East), at a distance of 381.92 feet pass a 1/2 inch iron rod found out 0.1 feet, and continuing for a total distance of 438.95 feet (called 438.99 feet) to a Cotton Spindle found in a tree for the East corner of this 7.056 acres, same being the West corner of Gary Jon & Judy A. Marchman 6.754 acres, same also being the said North corner of said Miller 5.419 acres;

THENCE along the line common with this 7.056 acres and said Miller 5.419 acres South 28 degrees 17 minutes 51 seconds West (called South 28 degrees 33 minutes 34 seconds West), a distance of 674.36 feet (called 674.30 feet) to the **POINT OF BEGINNING,** and containing 7.056 acres of land, more or less.

I hereby certify that these field notes were prepared from an actual survey made on the ground under my supervision and are true and correct to the best of my knowledge and belief. A survey plat of the above described tract prepared this day is hereby attached to and made a part hereof. Bearings shown herein are based on actual GPS observations, Texas State Plane Coordinates, Central Zone, Grid.

David L. Elzy
Registered Professional Land Surveyor
Texas Registration No. 4675
April 12th, 2021

STATE OF TEXAS
DAVID L. ELZY
4675
REGISTERED PROFESSIONAL LAND SURVEYOR

EXHIBIT “A”
Legal Description and Survey

A-1 Legal Description

A-2 Final Plat – Unsigned

A-3 Existing Conditions Plan

EXHIBIT "B"
Land Use Plan

B-1 Land Use Plan

B-2 Landscape Plan

B-3 Existing Drainage Areas

B-4 Proposed Drainage Areas

B-5 Proposed Elevation

B-6 Proposed Concept Drawings

B-7 Additional Concept Drawings

B-8 Austin ETJ Release Area Map

F-1 Vertical Fire Access Elevations

EXHIBIT "C"
Signage Plan

C-1 Signage Plan

EXHIBIT “D”
Tree Preservation Plan

D-1 Tree Preservation Plan

EXHIBIT “E”
Traffic Impact Analysis

E-1 Traffic Impact Analysis Here

AGENDA ITEM NO. VIII.2

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Eric DeLaCruz, Finance

SUBJECT: Consideration and possible action awarding Irrigation proposal for RFP 26-03 Cedar Breaks Irrigation Repair and authorizing City Manager to Execute Agreement.

BACKGROUND: The City of Lago Vista owns and operates the Cedar Breaks Effluent Disposal Area, which serves as a permitted land application site for the dispersal of treated wastewater effluent generated by the City's wastewater treatment facilities. The effluent irrigation system is designed to distribute treated effluent in accordance with applicable Texas Commission on Environmental Quality (TCEQ) regulations and the City's wastewater permit requirements.

The irrigation system consists of pumps, electrical components, controllers, wiring, valves, lateral lines, and irrigation heads that allow for the controlled and uniform application of treated effluent across designated disposal fields. Proper operation of this system is critical to maintain regulatory compliance, protecting public health and the environment, and ensuring the continued functionality of the City's wastewater operations.

Portions of the irrigation system have been inactive for an extended period of time. Additionally, certain electrical components may have been impacted by a historical lightning strike, resulting in potential damage to controllers, wiring, and related infrastructure. Due to the period of inactivity, some valves, irrigation heads, and other mechanical components may require rehabilitation, replacement, or recalibration.

FINDINGS: An RFP was issued February 12th, 2026 with a closing date of March 12th 2026. A total of three (3) proposals were received and read aloud. The three were Aqua Flow Irrigation, Paul's Lawn & Landscape, and Kuality Landscaping & Handyman Services. A comparison of all three proposals can be found in the Bid Summary Sheet.

In addition letters of clarification were sent on April 21st, 2026 to all three proposers with a due date of April 30, 2026. These are added as received.

FINANCIAL IMPACT: This will be funded as part of the Cedar Breaks CIP department in the amount of $134,900.00 with a line item code 40-580-8272

RECOMMENDATION: Approve

ATTACHMENTS:
RFP 26-03 - Bid Summary Sheet.pdf
Pauls Lawn & Landscape LLC Proposal.pdf
Aqua Flow Irrigation Proposal.pdf
Kuality Landscaping & Handyman Services LLC Proposal.pdf
Paul's L&L Response to RFC Lago Vista.docx.pdf
Aqua Flow Irrigation Letter of Clarification Response.pdf

LAGO VISTA
TEXAS

CITY OF LAGO VISTA, TEXAS
5803 Thunderbird St Lago Vista, Texas 78645

Bid Date: Thursday, March 12, 2026 @ 1:00 PM
Calendar Days:

BID SUMMARY

RFP 26-03 Irrigation System Repairs Cedar Breaks Thursday, March 12, 2026 @ 1:00 PM

#	Name of Bidder / Company	Bid Bond Enclosed	Acknowledge Addenda	Base Bid Amount	Alt. 1 Amount	Alt. 2 Amount	Total Bid (Alt Incl.)
1	Kuality Landscaping & Handyman Services LLC	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	$253,000.00
2	Aqua Flow Irrigation Proposal	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	$134,900.00
3	Pauls Lawn & Landscape LLC Proposal	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	$139,100.00
4							
5							
6							
7							
8							
9							
10							

Paul's
LAWN & LANDSCAPE LLC

Submission by:

Paul's Lawn and Landscape

201 King Lane

Leander, TX 78641

www.paulslawnaustin.com

512-553-5296

Project Title: Irrigation System Repairs, Cedar Breaks Effluent Disposal Area

RFP No. 26-03

Request for Sealed Proposals for Irrigation System Repairs, Cedar Breaks Effluent Disposal Area

RESPONSES SHALL BE DELIVERED SEALED TO:	**Or RESPONSES SHALL BE MAILED TO:**
CITY OF LAGO VISTA City of Lago Vista 5803 Thunderbird St. Lago Vista, Texas 78645	CITY OF LAGO VISTA City of Lago Vista P.O. Box 4727 Lago Vista, Texas 78645
PRE-SUBMITTAL CONFERENCE WILL BE HELD VIA GoToMeeting : **N/A**	**NAME AND ADDRESS OF COMPANY SUBMITTING PROPOSALS:** Paul's Lawn and Landscape
FOR ADDITIONAL INFORMATION **REGARDING THIS RFP PLEASE CONTACT:** **Eric De La Cruz** **eric.delacruz@lagovistatexas.gov**	**Contact Person:** Paul Fuller **Title:** Owner/President **Phone: (** **)** **Fax: (** **)** 512-553-5296 **Email:** landscape@paulslawnaustin.com
RETURN THIS COVER SHEET AS INTENT RESPONSE TO: Charles West City Manager City of Lago Vista 5803 Thunderbird Street Lago Vista, Texas 78645	**Signature:** **Printed:** Paul Fuller

Paul's
LAWN & LANDSCAPE LLC

201 King Lane
Leander, Texas 78641

512-553-5296

www. paulslawnaustin.com

Estimate

Date: 1/14/2026

Estimate # : 5499

Customer:

City of Lago Vista
5803 Thunderbird St #101
Lago Vista, TX 78645

STATE OF TEXAS
PAUL FULLER
19851
LICENSED IRRIGATOR

Service Address:

Cedar Breaks Retention Pond

Rep: PAUL

Project:

Description	Qty	Rate	Total
Remove all old 2 wire that is laying on the ground, below the retention pond, in the 100 acres. Disconnect all connections, locate and find all isolation valves, map out pipes to make sure that all the water works all the way to very last heads on the line Rebuild all valves in the system. 120 valves. Take off the tops, install all new parts inside. If valve body is broken or non rebuildable, the old valve will be cut out, and a new valve plumbed in. Any broken valve box will be replaced with a new one. .***** Extra charge if valves are cut out and replaced**** Layout and run all new 2 wire cable. Install cable in 1/2 PVC conduit, above ground. Make all connections inside valve boxes with new wire connectors, as per manufacturers specs. All connections made for intersections of wires, they will be installed in a valve box below grade. Install all new decoders on each valve, program into controller Replace the 2 old controller with new Hunter ACC2 Controllers. Insure proper working order of all valves, pipes, wire and wire connections. Program controller to run efficiently for all heads Parts to be used 20,000 ft- 14/2 BILINE WIRE BLUE 1000FT 120- 2" PGV-201 2IN GLB/ANG VLV W/FLO 120- LP 10IN RND BLACK VLV BOX W/GRN LID 120- ICD-100 1STA DECODER FOR ACC L/P DBR/Y-6 UL SPLICE 100 BULK CONNECTORS 20,000 FT- 1/2 CL315 PVC BE PIPE 2- A2C-75D-P 75STA ACC2 CNTRL PLST		139,100.00	139,100.00

Estimate valid for 30 days from estimate date, if after that said time prices are subject to change. Accept by emailing back that you agree with terms.
50% pmt required to start job. If you cancel job, Material/supplies cost etc. will not be refunded once ordered and paid for your job.
3% fee on invoices over $1000, if paying with credit card, which is not included in estimate.
Thank you for considering us for all your lawn and landscape needs.

Paul's
LAWN & LANDSCAPE LLC

201 King Lane
Leander, Texas 78641

512-553-5296

www. paulslawnaustin.com

Estimate

Date: 1/14/2026

Estimate # : 5499

Customer:

City of Lago Vista
5803 Thunderbird St #101
Lago Vista, TX 78645

STATE OF TEXAS
PAUL FULLER
19851
LICENSED IRRIGATOR

Service Address:
Cedar Breaks Retention Pond

Rep	PAUL
Project	

Description	Qty	Rate	Total
****We are assuming that the water and irrigation system mechanically works**** All electrical parts we know as of now are compromised, due to the lightning strike years ago***** If the functionality of the system seems to be compromised in the plumbing of the pipes, additional charges would apply on an hourly basis to fix the problems. We must determine that the water is and can flow to all the pipes and valves, before we start rebuilding valves. We will manually check all the valves to see if water will flow out of them. Assistance from the COLV might be necessary. If other issues arise due to the system being off for so long, estimates and change orders will be approved before more work is started.		0.00	0.00
*****The job will be warrantied for 1 year, parts and labor, on the items we work on and fix. Parts only for the next year, on the items we fix.***** ****If other issues arise due to the system running after being off for so long, those will be repaired after estimate is approved. ****Parts cost to Replace Valves: $850 each. *** If additional repairs are needed, an hourly rate of $250 per hour plus parts to fix issues will be incurred. ***Major problems will be in a written estimate and approved.		0.00	0.00
		Subtotal	$139,100.00
		Sales Tax (...	$0.00

Estimate valid for 30 days from estimate date, if after that said time prices are subject to change. Accept by emailing back that you agree with terms.
50% pmt required to start job. If you cancel job, Material/supplies cost etc. will not be refunded once ordered and paid for your job.
3% fee on invoices over $1000, if paying with credit card, which is not included in estimate.
Thank you for considering us for all your lawn and landscape needs.

Total **$139,100.00**

Paul's
LAWN & LANDSCAPE LLC

Estimated Project Duration:
3 weeks from start date

Contractor Qualifications and Relevant Experience:
Paul Fuller has operated Paul's Lawn and Landscape since 2008, with continued growth driven primarily by word-of-mouth referrals. He is committed to building and maintaining a team of skilled, detail-oriented employees who take pride in their workmanship. Paul has maintained his irrigation license since 2014 and has successfully managed increasingly larger and more complex projects each year, including full irrigation system installations as well as system repairs and rebuilds.
Paul's Lawn and Landscape has completed extensive and complex projects at **Horseshoe Bay Resort** and is now a preferred landscape installer. **Hunington Properties** has also selected Paul's Lawn and Landscape to install landscaping at all new strip mall developments in the Cedar Park, Leander, and Georgetown areas.
Additional companies we have collaborated with include:

Cedar Park Youth Baseball
Building Image Group
City of Leander
City of Cedar Park
Cascade Pools
Davenport Builders
Dell Jewish Community Center
EBCO General Contractors
HJ Custom Homes
John King Construction
Lake Travis ISD
Lance Bell Construction
Mark IV Capital

Balcones Youth Baseball
Swinerton Construction
Maverick Hardscapes
Oakman Building Company
Paradise Pools
Prevail Project Management
Rockhill Management
Sabre Commercial
Stackable & Associates
Construction
Sweat Decks
The Bridge Group Construction
TX Dock Company

Liberty Hill Youth Baseball
Workbench Project
University of Mary Hardin-Baylor
Cushman & Wakefield
Garden Goat Designs
Craft Outdoors
Rockhill Management
BluFish Collaborative
Austinacious Pools
Estes & Sinacori Builders
Advantage Team Real Estate
Aperture Capital Partner

Company Philosophy
"I believe people should be given the opportunity to grow. Whether learning a new skill, providing for their families, or even encouraging them to start their own company.
Through mentorship and modeling of life skills and professional skills, we strive to teach our employees to have a sense of pride in the work they perform. The quality of work is more important than the quantity of work.
Our customers benefit from this work ethic with outstanding service, reasonable prices, and on time project completion."
Paul Fuller- Owner

Disposal of Material

All materials used in this project will be accepted for disposal

Form **W-9**
(Rev. March 2024)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Go to *www.irs.gov/FormW9* for instructions and the latest information.

Give form to the requester. Do not send to the IRS.

Before you begin. For guidance related to the purpose of Form W-9, see *Purpose of Form*, below.

Print or type. See ***Specific Instructions*** on page 3.

1 Name of entity/individual. An entry is required. (For a sole proprietor or disregarded entity, enter the owner's name on line 1, and enter the business/disregarded entity's name on line 2.)

Paul's Lawn and Landscape

2 Business name/disregarded entity name, if different from above.

3a Check the appropriate box for federal tax classification of the entity/individual whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor ☐ C corporation ☐ S corporation ☐ Partnership ☐ Trust/estate

☑ LLC. Enter the tax classification (C = C corporation, S = S corporation, P = Partnership) . . . . S

Note: Check the "LLC" box above and, in the entry space, enter the appropriate code (C, S, or P) for the tax classification of the LLC, unless it is a disregarded entity. A disregarded entity should instead check the appropriate box for the tax classification of its owner.

☐ Other (see instructions)

3b If on line 3a you checked "Partnership" or "Trust/estate," or checked "LLC" and entered "P" as its tax classification, and you are providing this form to a partnership, trust, or estate in which you have an ownership interest, check this box if you have any foreign partners, owners, or beneficiaries. See instructions . . . . . ☐

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any)

Exemption from Foreign Account Tax Compliance Act (FATCA) reporting code (if any)

(Applies to accounts maintained outside the United States.)

5 Address (number, street, and apt. or suite no.). See instructions.

201 King Lane

6 City, state, and ZIP code

Leander, TX 78641

Requester's name and address (optional)

City of Lago Vista
5803 Thunderbird St
Lago Vista, TX 78645

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. See also *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

			–			–				

or

Employer identification number

2	7	–	1	3	9	6	7	3	4

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and, generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here | **Signature of U.S. person** | **Date**

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9*.

What's New

Line 3a has been modified to clarify how a disregarded entity completes this line. An LLC that is a disregarded entity should check the appropriate box for the tax classification of its owner. Otherwise, it should check the "LLC" box and enter its appropriate tax classification.

New line 3b has been added to this form. A flow-through entity is required to complete this line to indicate that it has direct or indirect foreign partners, owners, or beneficiaries when it provides the Form W-9 to another flow-through entity in which it has an ownership interest. This change is intended to provide a flow-through entity with information regarding the status of its indirect foreign partners, owners, or beneficiaries, so that it can satisfy any applicable reporting requirements. For example, a partnership that has any indirect foreign partners may be required to complete Schedules K-2 and K-3. See the Partnership Instructions for Schedules K-2 and K-3 (Form 1065).

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS is giving you this form because they

Paul's
LAWN & LANDSCAPE LLC

February 23, 2026

Honorable Mayor and City Council Members:

The undersigned hereby proposes to furnish and deliver FOB destination point as listed on the future Purchase Order or Notice of Award.

To furnish all materials and labor in accordance with the scope of work described in the Proposal for the specified lump sum, subject to all conditions shown therein and the City's Specifications and General Terms and Condition Specifications. When issued, Letters of Clarification shall automatically become part of this Proposal document and shall supersede any previous specifications or provisions in conflict with the Letters of Clarification. It is the responsibility of the Proposer to ensure that it has obtained such letters. By submitting a Proposal on this project, Proposer shall be deemed to have received all Letters of Clarification and to have incorporated them into its Proposal.

The City may accept this Proposal offer by issuance of a Notice of Award Letter and/or a Purchase Order covering award of said Proposal to this Proposer at any time on or before the 120th day following the day this Official Proposal Form is opened by the City. This offer shall be irrevocable for 120 days after Proposal opening, or for 90 days after City Council awards the Proposal, whichever comes last, but this period may be extended by written agreement of the parties.

THIS PROPOSER IS AND REPRESENTS THAT IT IS AN EQUAL OPPORTUNITY EMPLOYER.

The undersigned hereby offers to furnish and deliver the materials and/or services as specified at the prices and terms herein stated and in accordance with the Request for Proposal, Clarification Letters, and any General Terms and Condition Specifications that the City might have issued in connection with this solicitation, all of which are made a part of this offer.

All pages of the City of Lago Vista's form, including but not limited to the General Terms and conditions, Specifications and page one of this Proposal invitation are incorporated by reference into this Proposal for all purposes.

Signature _____ Date 2/24/26

Paul's Lawn and Landscape

Paul's
LAWN & LANDSCAPE LLC

February 23, 2026

PROPOSERS CERTIFICATION:

I, the undersigned, by signing the following statement agree that I have read and understand all of the terms and conditions, specifications, and requirements contained on each page of this Request for Proposal. I also understand that if this proposal is accepted by The City of Lago Vista that all of the terms and conditions, specifications, and requirements submitted in my proposal and any additions, changes, or deletions made during negotiations will be made a part of this proposal under a binding contract between my company and The City of Lago Vista, Texas. I also certify that this proposal is made without previous understanding, agreement, or connection with any person, firm, or corporation making a proposal for the same materials, and is in all fair and without collusion or fraud:

OUR company is a (Check One):

Corporation	___	(The Proposal MUST be signed by an Officer of the company)
Partnership	___	(The Proposal MUST be signed by a General Partner)
Joint Venture	___	(The Proposal MUST be signed by an Officer of the company)
Sole Proprietor	X	(The Proposal MUST be signed by the Owner)

Is the company a small, minority, or woman-owned business

enterprise? MBE ___ WBE ___ SBE N O

Has the company been certified as a SMWBE by any governmental agency?

Yes ___ No X

If yes, specify the governmental agency: _____

Date of certification: _____

Signature _____ Date 2/24/26

Paul's Lawn and Landscape

Paul's
LAWN & LANDSCAPE LLC

February 23, 2026

LETTERS OF CLARIFICATION:

The Proposer acknowledges receipt of the following Letters of Clarification: (If you have not received any Letters of Clarification, then write NONE across the blanks). If you have received Letters of Clarification, then write beside the appropriate Letter of Clarification number the date received. ALL LETTERS OF CLARIFICATION RECEIVED SHOULD BE ATTACHED TO THE PROPOSAL.

LETTER OF CLARIFICATION # 1 None

LETTER OF CLARIFICATION # 2 None

LETTER OF CLARIFICATION # 3 None

COMPANY NAME: Paul's Lawn and Landscape

COMPANY ADDRESS: 201 King Lane

CITY/STATE/ZIP: Leander, TX 78641

COMPANY REPRESENTATIVE NAME: Paul Fuller

TELEPHONE #: 512-553-5296

FAX#:

EMAIL: paul@paulslawnaustin.com

SIGNATURE:

DATE:

Paul's
LAWN & LANDSCAPE LLC

Attachment "B"
HB 89 Form

Effective September 1, 2017, House Bill 89 Prohibition on Contracts with Companies Boycotting Israel states that a state agency and a political subdivision (which includes a city) may not enter a contract with a company for goods or services unless the contract contains a **written verification** from the company that; (i) it does not Boycott Israel; and (ii) will not Boycott Israel during the term of the contract.

"Boycott Israel" is defined to mean refusing to deal with, terminating business activities with, or otherwise taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations specifically with Israel, or with a person or entity doing business in Israel or in an Israeli-controlled territory, but does not include an action made for ordinary business purposes.

"Company" is defined to mean a for-profit sole proprietorship, organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations that exists to make a profit.

To Be Completed By Contractor:

"I, **Paul Fuller** the **Owner/President** of **Paul's Lawn and Landscape** does hereby verify on behalf of said company to the City that said company does not Boycott Israel and will not Boycott Israel (as that term is defined in Texas Government Code Section 808.001) during the term of this contract.

Signature of Certifying Official _____

Title President

Date 2/24/26

CONFLICT OF INTEREST QUESTIONNAIRE

FORM CIQ

For vendor doing business with local governmental entity

This questionnaire reflects changes made to the law by H.B. 23, 84th Leg., Regular Session.

This questionnaire is being filed in accordance with Chapter 176, Local Government Code, by a vendor who has a business relationship as defined by Section 176.001(1-a) with a local governmental entity and the vendor meets requirements under Section 176.006(a).

By law this questionnaire must be filed with the records administrator of the local governmental entity not later than the 7th business day after the date the vendor becomes aware of facts that require the statement to be filed. *See* Section 176.006(a-1), Local Government Code.

A vendor commits an offense if the vendor knowingly violates Section 176.006, Local Government Code. An offense under this section is a misdemeanor.

OFFICE USE ONLY

Date Received

1 **Name of vendor who has a business relationship with local governmental entity.**

Paul's Lawn and Landscape has no business relationship with local governmental entity of City of Lago Vista

2 ☐ **Check this box if you are filing an update to a previously filed questionnaire.** (The law requires that you file an updated completed questionnaire with the appropriate filing authority not later than the 7th business day after the date on which you became aware that the originally filed questionnaire was incomplete or inaccurate.)

3 **Name of local government officer about whom the information is being disclosed.**

None

Name of Officer

4 **Describe each employment or other business relationship with the local government officer, or a family member of the officer, as described by Section 176.003(a)(2)(A). Also describe any family relationship with the local government officer. Complete subparts A and B for each employment or business relationship described. Attach additional pages to this Form CIQ as necessary.**

A. Is the local government officer or a family member of the officer receiving or likely to receive taxable income, other than investment income, from the vendor?

☐ Yes ☐ No

B. Is the vendor receiving or likely to receive taxable income, other than investment income, from or at the direction of the local government officer or a family member of the officer AND the taxable income is not received from the local governmental entity?

☐ Yes ☐ No

5 **Describe each employment or business relationship that the vendor named in Section 1 maintains with a corporation or other business entity with respect to which the local government officer serves as an officer or director, or holds an ownership interest of one percent or more.**

6 ☒ NA Check this box if the vendor has given the local government officer or a family member of the officer one or more gifts as described in Section 176.003(a)(2)(B), excluding gifts described in Section 176.003(a-1).

7

Paul Fuller
Name of signatory

Signature

2/24/26
Date

CONFLICT OF INTEREST QUESTIONNAIRE
For vendor doing business with local governmental entity

A complete copy of Chapter 176 of the Local Government Code may be found at http://www.statutes.legis.state.tx.us/Docs/LG/htm/LG.176.htm. For easy reference, below are some of the sections cited on this form.

Local Government Code § 176.001(1-a): "Business relationship" means a connection between two or more parties based on commercial activity of one of the parties. The term does not include a connection based on:

(A) a transaction that is subject to rate or fee regulation by a federal, state, or local governmental entity or an agency of a federal, state, or local governmental entity;

(B) a transaction conducted at a price and subject to terms available to the public; or

(C) a purchase or lease of goods or services from a person that is chartered by a state or federal agency and that is subject to regular examination by, and reporting to, that agency.

Local Government Code § 176.003(a)(2)(A) and (B):

(a) A local government officer shall file a conflicts disclosure statement with respect to a vendor if:

***

(2) the vendor:

(A) has an employment or other business relationship with the local government officer or a family member of the officer that results in the officer or family member receiving taxable income, other than investment income, that exceeds $2,500 during the 12-month period preceding the date that the officer becomes aware that

(i) a contract between the local governmental entity and vendor has been executed; or

(ii) the local governmental entity is considering entering into a contract with the vendor;

(B) has given to the local government officer or a family member of the officer one or more gifts that have an aggregate value of more than $100 in the 12-month period preceding the date the officer becomes aware that:

(i) a contract between the local governmental entity and vendor has been executed; or

(ii) the local governmental entity is considering entering into a contract with the vendor.

Local Government Code § 176.006(a) and (a-1)

(a) A vendor shall file a completed conflict of interest questionnaire if the vendor has a business relationship with a local governmental entity and:

(1) has an employment or other business relationship with a local government officer of that local governmental entity, or a family member of the officer, described by Section 176.003(a)(2)(A);

(2) has given a local government officer of that local governmental entity, or a family member of the officer, one or more gifts with the aggregate value specified by Section 176.003(a)(2)(B), excluding any gift described by Section 176.003(a-1); or

(3) has a family relationship with a local government officer of that local governmental entity.

(a-1) The completed conflict of interest questionnaire must be filed with the appropriate records administrator not later than the seventh business day after the later of:

(1) the date that the vendor:

(A) begins discussions or negotiations to enter into a contract with the local governmental entity; or

(B) submits to the local governmental entity an application, response to a request for proposals or bids, correspondence, or another writing related to a potential contract with the local governmental entity; or

(2) the date the vendor becomes aware:

(A) of an employment or other business relationship with a local government officer, or a family member of the officer, described by Subsection (a);

(B) that the vendor has given one or more gifts described by Subsection (a); or

(C) of a family relationship with a local government officer.

ATTACHMENT "D"

CITY OF LAGO VISTA

INSURANCE REQUIREMENT AFFIDAVIT

To Be Completed By Insurance Agent/Broker and Responder

I, the undersigned Agent/Broker, reviewed the insurance requirement contained in this proposal document. If the Proposer shown below is awarded this contract by the City of Lago Vista, I will be able to, within fifteen (15) days of notification of such award, furnish a valid insurance certificate to the City of Lago Vista meeting all the insurance requirements in this proposal.

Insurance Coverage Reviewed: General Liability, Work Comp, Umbrella and Auto

Agent's Name: Ginger Trevino

Agency Name: GT Insurance Services LLC.

Address: 402 Forrest St.

City / State / ZIP: Liberty Hill, TX 78642

Telephone No. ( ) 512-713-9462 Fax No. ( )

Proposer's Name and Company: Pauls Lawn and Landscape LLC

RFP Number and Title: RFP No. 26-03 Irrigation System Repairs, Cedar Breaks Effluent Disposal Area

Insurance Agent / Broker Signature: Ginger Trevino Date: 02/23/2026

By submitting a proposal and signing below I affirm the following: I am aware of all costs to provide the required insurance, will do so pending contract award, and will provide a valid insurance certificate meeting all requirements within fifteen days of notification of award.

If the above fifteen-day requirement is not met, the City of Lago Vista has the right to reject this proposal and award the contract to the next lowest proposer meeting specifications. If you have any questions concerning these requirements, please contact the City Manager (512) 267-1155.

Proposer's Signature: Date: 2/24/26

Paul's
LAWN & LANDSCAPE LLC

ATTACHMENT "E"

DRUG-FREE WORKPLACE CERTIFICATION

The **Paul's Lawn and Landscape** will provide a Drug Free Workplace in compliance with the Drug Free Workplace Act of 1988. The unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited on the premise of the **Paul's Lawn and Landscape** Company or any of its facilities. Any employee who violates this prohibition will be subject to disciplinary action up to and including termination. All employees, as a condition of employment, will comply with this policy.

CERTIFICATION REGARDING DRUG-FREE WORKPLACE

The undersigned Contractor certifies it will provide a drug-free workplace by:

Publishing a policy statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the consequences of any such action by an employee;

Establishing an ongoing drug-free awareness program to inform employees of the dangers of drug abuse in the workplace, the Contractor's policy of maintaining a drug-free workplace, the availability of counseling, rehabilitation and employee assistance programs, and the penalties that may be imposed on employees for drug violations in the workplace;

Providing each employee with a copy of the Contractor's policy statement;

Notifying the employees in the Contractor's policy statement that as a condition of employment under this contract, employees shall abide by the terms of the policy statement and notifying the Contractor in writing within five days after any conviction for a violation by the employee of a criminal drug abuse statue in the workplace;

Notifying the City within ten (10) days of the Contractor's receipt of a notice of a conviction of any employee; and,

Taking appropriate personnel action against an employee convicted of violating a criminal drug statue or requires such employee to participate in a drug abuse assistance or rehabilitation program.

Name of Organization: Paul's Lawn and Landscape

Signature of Authorized Representative: _____ Date: 2/24/26

Paul's
LAWN & LANDSCAPE LLC

Proof of Insurance

LIBERTY MUTUAL INSURANCE

NAMED INSURED(S) (LIMITED LIABILITY COMPANY)
Paul's Lawn And Landscape L.L.C
201 King Ln
Leander TX 78641-1373

FEIN: 27-1396734

POLICY CHANGE

TRANSACTION DATE: 11/21/2025
TRANSACTION EFFECTIVE DATE: 11/14/2025
POLICY TYPE: Commercial Package
NAIC: 24082
POLICY NUMBER: BKS68441243
CONTRACT #: 425078

EFFECTIVE DATE: 3/7/2025
EXPIRATION DATE: 3/7/2026
TERM: 12 Months
TERM AMOUNT: $43,131.00

Contact Info [1]

Type	Information	Contact Name
	512-260-5296	

Commercial Package $43,131.00

LINES OF BUSINESS: Commercial Property, General liability, Inland Marine - Commercial,
INCEPTION DATE: 3/7/2025
EFFECTIVE DATE: 3/7/2025
NET CHANGE AMOUNT: $668.00

ADDITIONAL INTERESTS [2]

Nature of Interest	Name/Address	Rank	Payor	Account Number
Accounting Contact	Cassandra Garcia 512-553-5296	1		
Inspection Contact	Cassandra Garcia 512-553-5296	1		

Locations [1]

LOCATION 1: 201 KING LN

201 King Ln
Leander, TX 78641-1373
Williamson County

Commercial Policy Information

SIC Code:	0782
Controlling State:	Texas
Subject To Audit:	Yes
Audit Term:	X
Owner of Subsidiaries:	No
Operation Business Description:	Landscaping for residential an
Years In Business:	27
Policy Type:	SPC
Date Business Began:	1/1/1998

Locations [1]

Location #	Address	Legal Description
1	201 King Ln Leander, TX 78641-1373 Williamson County	

Commercial Property $1,411.00

NET CHANGE AMOUNT: $0.00

Coverage	Premium
Certified Act Of Terrorism	$34.00
Identity Recovery	$12.00
Property Extension Endorsement	Included
Expense Modification Factor	Included
Total	$46.00

Texas

LOCATION 1: 201 KING LN

BUILDING 1: LOCATION 0001 SUBLOCATION 001

Protection Class:	002	Operation Business Description:	Utility Building, Light Commer
Fire District:	LEANDER FD	Sequence Number:	1
Construction Type:	Fire Resistive/Superior	Central Station:	No
Vacant Unoccupied:	Occupied	With Keys:	No
Building Code Effectiveness Grade:	99	Local Gong:	No
Hydrant Distance:	1000 ft	Watchmen Credit:	Non-Signally
Distance to Fire Station:	5 miles		
Fire District Name:	LEANDER FD		
Year Built:	1997		
Area:	1,368		
Number of Stories:	1		
Occupancy Description:	Office		
Interest:	Owner		
Roof Tank:	No		

Coverage/Description	Limit	Coinsurance	Deductible	Premium
Building	107,900			
Special (Including Theft)	107,900	80%	2,500 Ded	$760.00
Wind/Hail Deductible			2% Ded	
Replacement Cost, Specifically Rated, CSP Class Code: 0702				
Roof Surface Cosmetic Exclusion				
Special (Including Theft)				
Personal Property	50,000			
Special (Including Theft)	50,000	80%	2,500 Ded	$589.00
Wind/Hail Deductible			2% Ded	
Replacement Cost, Specifically Rated, CSP Class Code: 0702				
Systems Breakdown - Basic	157,900			
Special (Including Theft)	157,900		2,500 Ded	$16.00
Wind/Hail Deductible			2% Ded	
Specifically Rated				
Total				$1,365.00

General liability

$34,644.00

NET CHANGE AMOUNT: **$0.00**

Coverage	Limit	Premium
Fire Damage	1,000,000	Included
General Aggregate (Policy)	2,000,000	Included
Each Occurrence	1,000,000	Included
Personal & Advertising Injury	1,000,000	Included
Medical Expense	15,000	Included
Products/Completed Operations	2,000,000	Included
Certified Act Of Terrorism		$343.00
CYXCR		$254.00
Expense Modification Factor		Included
Total		$597.00

Coverage	Limit	Premium
Experience Modification Factor		Included
Schedule Modification Factor		Included
Package Modification Factor		Included
Total		$597.00

Texas

LOCATION 1: 201 KING LN

BUILDING 1: LOCATION 0001 SUBLOCATION 001

HAZARD 1: LANDSCAPE GARDENING

Class Code:	97047
Premium Basis:	Payroll - per $1000/Pay
Exposure:	31,900
Territory Code:	006
Premises/Operations Rate:	16.756

Coverage	Premium
Premises/Operations	$535.00
Total	$535.00

HAZARD 2: LANDSCAPE GARDENING

Class Code:	97047
Premium Basis:	Payroll - per $1000/Pay
Exposure:	2,000,000
Territory Code:	006
Premises/Operations Rate:	16.756

Coverage	Premium
Premises/Operations	$33,512.00
Total	$33,512.00

Inland Marine - Commercial $7,076.00

NET CHANGE AMOUNT: **$668.00**

Coverage	Premium
Certified Act Of Terrorism	$173.00
contractors Equipment Plus Endorsement	$250.00
Total	$423.00

Texas

LOCATION 1: 201 KING LN

BUILDING 1: LOCATION 0001 SUBLOCATION 001

1. MISCELLANEOUS SCHEDULE OF ITEMS ATTACHED IN THIS TRANSACTION

Items / Classification: 30

#	Scheduled Item	Limit of Liability	Item Value	Valuation Type
1	POWER PRUNER 25.4 CC (2021) SERIAL NUMBER: **E60415029830**	650		Replacement Cost
2	WACKER NEUSON PLAKE COMPACTOR (2010) SERIAL NUMBER: **6693781**	700		Replacement Cost
3	START VIBRATOR PLATE COMPACTOR (2022) SERIAL NUMBER: **2250621**	718		Replacement Cost
4	POWERHOUSE GENERATOR 9000 (2017) SERIAL NUMBER: **JFMAMJJASOND**	920		Replacement Cost

#	Scheduled Item	Limit of Liability	Item Value	Valuation Type
5	ECHO QUICK SAW CSG7410 (2019) SERIAL NUMBER: 72715007672	1,000		Replacement Cost
6	ECHO QUICK SAW CSG 7410 (2022) SERIAL NUMBER: C72715020012	1,000		Replacement Cost
7	TRIUMPH TIRE CHANGER NTC950E (2020) SERIAL NUMBER: T202003691	1,400		Replacement Cost
9	TRIMPH BALANCER NTC 550EE (2020) SERIAL NUMBER: B202001534	1,400		Replacement Cost
11	BOSCH MODEL 3 611 COA011 (2008) SERIAL NUMBER: 806000377	1,900		Replacement Cost
13	INGERSOLL RAND COMPRSSOR SS4L5 60G (2014) SERIAL NUMBER: S14G10851	1,500		Replacement Cost
14	BOSCH HEX BREAKER HAMMER (2022) SERIAL NUMBER: 23200012	1,825		Replacement Cost
15	BOBCAT SNOW BUCKETE (2021) SERIAL NUMBER: 1396052	2,075		Replacement Cost
16	STUMP GRINDER ECHO PRO290CC (2021) SERIAL NUMBER: K04226	3,974		Replacement Cost
17	EXMARK 36" (2018) SERIAL NUMBER: 03318336	6,181		Replacement Cost
18	EXMARK 36"MOWER TURF TRACER (2017) SERIAL NUMBER: 403318336	6,222		Replacement Cost
19	EXMARK 36" MOWER TURF TRACER (2017) SERIAL NUMBER: 400557568	6,222		Replacement Cost
20	18"SOD DUTTER CLASSEN 2022 (2020) SERIAL NUMBER: 1214976374	6,726		Replacement Cost
21	SCAG 52"TRIGER RIDING (2020) SERIAL NUMBER: L9006375	7,809		Replacement Cost
23	Vermeer Woodchipper BC100XL (2014) SERIAL NUMBER: 1VRY11194F1021598	35,000		Replacement Cost
37	2020 John Deere Pro Gator Dakota Turf Te (2020) SERIAL NUMBER: ITC2020TLJT110021	32,759		Replacement Cost
24	Ryan Lawnaire 4 Aerator- motor Honda GX1 (2023) SERIAL NUMBER: 6585-08-893-0349	1,175		Replacement Cost
25	Ryan Lawnaire 4 Aerator- motor Honda GX1 (2023) SERIAL NUMBER: 6585-893-03692	1,018		Replacement Cost
26	2024 Jacobsen Aerator VA24 (2024) SERIAL NUMBER: 82560 2171	2,550		Replacement Cost
27	2014 Bobcat SP300 Auger Attachment (2014) SERIAL NUMBER: 19SP300	2,397		Replacement Cost
29	Bobcat Trencher - attachment (2014) SERIAL NUMBER: 1045202448	500		Replacement Cost
31	78" Brush hog cutter - bob cat attachmen (2023) SERIAL NUMBER: 46861	8,954		Replacement Cost
32	COMPACTOR - WEBER MT CF 2-11 (2024) SERIAL NUMBER: 20090199	2,490		Replacement Cost
33	ECHO SAW CSG-7410-14 (2024) SERIAL NUMBER: C72715024074	1,312		Replacement Cost
34	Exmark 48" Turf Tracer Mower (2013) SERIAL NUMBER: 313602523	2,706		Replacement Cost
35	SCAG 26HP 52" MOWER (2024) SERIAL NUMBER: X4800610	11,900		Replacement Cost

Cause of Loss	Limit	Deductible	Premium
Misc. Equipment - Light To Medium	154,983	1,000	$3,617.00
Total			$3,617.00

2. HMEQP SCHEDULE OF ITEMS ATTACHED IN THIS TRANSACTION

Items / Classification: 6

#	Scheduled Item	Limit of Liability	Item Value	Valuation Type
8	BOBCAT MINI TRACTOR MT55 (2011) SERIAL NUMBER: A3WT13442	25,000		Replacement Cost
10	2008 BOBCATTRACTOR S250 (2008) SERIAL NUMBER: 530940586	12,000		Replacement Cost
12	BOBCAT T770 S250 (2014) SERIAL NUMBER: AN8T13017	26,400		Replacement Cost
22	Vermeer Woodchipper (2021) SERIAL NUMBER: 1VRY11197M1035198	46,000		Replacement Cost
28	2017 BOBCAT MT 85 (2017) SERIAL NUMBER: B3TR12810	24,000		Replacement Cost
30	2020 John Deere Pro Gator / 2018 Dakota (2020) SERIAL NUMBER: ITC2020TLJT110021	32,760		Replacement Cost

Cause of Loss	Limit	Deductible	Premium
Heavy Mobile Equipment	166,160	1,000	$2,663.00
Total			$2,663.00

3. TOOLO SCHEDULE OF ITEMS ATTACHED IN THIS TRANSACTION

Items / Classification: 1

#	Scheduled Item	Limit of Liability	Item Value	Valuation Type
36	Tools-Owners with $2,500 per Item Max(Se	5,000		Actual Cash Value

Cause of Loss	Limit	Deductible	Premium
Tools - Owners	5,000	1,000	$373.00
Total			$373.00

Prior Policy History [1]

Company	Line of Business	Policy Number	Expiration Date
Liberty Mutual	Commercial Package		7/12/2025

Policy Forms [81]

Form Number	Form Name	Edition Date
CP88000215	Property Extension Endorsement	2/1/2015
CNI9011071	Reporting A Commercial Claim 24 Hours A Day	7/1/2018
SNI0401062	NP - Liberty Mutual Group Privacy Notice	6/1/2024
CP00900788	Commercial Property Conditions	7/1/1988
CP01400706	Exclusion of Loss Due to Virus or Bacteria	7/1/2006
CP88040310	Removal Permit	3/1/2010
IL00171198	Common Policy Conditions	11/1/1998
NP74440906	NP - Treasury Dept OFAC Notice to Policyholders	9/1/2006
NP93730313	NP-TX File Claim or Legal Act -Windstorm,Hail-Cat	3/1/2013
CP01420312	Texas Changes	3/1/2012
IL02751113	TX Chgs - Cancel Nonrenew Casualty Package Policy	11/1/2013
IL09520115	Cap On Losses From Certified Acts Of Terrorism	1/1/2015
CP90591212	Identity Theft Admin Service and Expense Coverage	12/1/2012
CP00101012	Building and Personal Property Coverage Form	10/1/2012
CP10301012	Causes of Loss - Special Form	10/1/2012
CP92010517	Property Anti-Stacking Endorsement	5/1/2017
IL09960107	Conditional Excl. of Terrorism Involving Nuclear	1/1/2007
NP72420220	NP-Terrorism Ins Prem Disclosure and Opp to Reject	2/1/2020
SNI9005091	NP - Texas Flood Insurance Disclosure Notice	9/1/2019
CP92121220	Cyber Incident Exclusion	12/1/2020
IL88531120	Actual Cash Value	11/1/2020
SNI4203072	NP - Have A Complaint Or Need Help?	7/1/2023
CP92240923	TX Amnd Of Conclmnt, Misrepresent Or Fraud Cndtn	9/1/2023

Form Number	Form Name	Edition Date
NP98200115	Jurisdictional Boiler & Pressure Vessel Inspect	1/1/2015
CP88440215	Equipment Breakdown Coverage Endt.	2/1/2015
CP92250723	TX Roof And Metal Surfaces Cosmetic Loss Exclusion	7/1/2023
CG88771208	Medical Expense At Your Request Endorsement	12/1/2008
CG88871208	Exclusion - Lead Liability	12/1/2008
CG88861208	Exclusion - Asbestos Liability	12/1/2008
CG01030606	TX Changes	6/1/2006
CG21471207	Employment Related Practices Excl	12/1/2007
CG26391207	TX Chngs - Employment-related Practices Exclusion	12/1/2007
IL00210908	Nuclear Energy Liab Excl Endt	9/1/2008
NP91500412	NP - TX Disclosure Form Exclusion - Asbestos Liab	4/1/2012
NP91510412	NP - TX Disclosure Form Exclusion - Lead Liab	4/1/2012
CG00010413	Commercial GL Coverage Form - Occurrence	4/1/2013
CG24260413	Amend of Insd Contract Definition	4/1/2013
CG88100413	Commercial GL Liab Extension	4/1/2013
IL01680312	Texas Changes - Duties	3/1/2012
CG21700115	Cap on Losses from Certified Acts of Terrorism	1/1/2015
CG21760115	Excl Punitive Damages Certified Act of Terrorism	1/1/2015
CG21671204	Fungi or Bacteria Exclusion	12/1/2004
CG84990112	Non-Cumulation Of Liability Limits Same Occurrence	1/1/2012
CG85870718	Texas Changes - Employer's Liability Exclusion	7/1/2018
CG21880115	Cond Excl Terror NBC Terror Relating to Ins Act	1/1/2015
CG93740322	Exclusion - PFC/PFAS	3/1/2022
SNI4202022	NP - TX Notification of Loss Control Info/Serv	2/1/2024
CG21061223	Excl-Access Or Discl Of Confident Persnl Mat Info	12/1/2023
CG40351223	Exclusion - Cyber Incident	12/1/2023
CNI9033042	NP - Clarification/Change Cyber Suite Covg Endt	4/1/2024
CG21960305	Silica or Silica-Related Dust Exclusion	3/1/2005
CG21861204	Excl - Exterior Insulation and Finish Systems	12/1/2004
CG84941208	Exclusion - Consolidated Ins Programs Wrap-Up	12/1/2008
NP74500107	NP - Audit Information	1/1/2007
CG22790413	Excl - Contractors - Professional Liab	4/1/2013
CG22930413	Lawn Care Services - Limited Pollution Coverage	4/1/2013
CG01560413	TX Change Pesticide Or Herbicide Appl Lmt Poll Cov	4/1/2013
NP73471116	NP - Premium Determination for Subcontractors	11/1/2016
CG93811122	Exclusion - Biometric Information Privacy Claim	11/1/2022
CG93980323	Texas Changes - Cyber Suite Coverage Endorsement	3/1/2023
CG93751223	Cyber Suite Coverage Endorsement	12/1/2023
CG92510116	Texas Sexual Misconduct or Abuse Exclusion	1/1/2016
CG89940412	TX Chgs-Total Poll Excln With Hostile Fire Exceptn	4/1/2012
CNL4201102	NP-TX Chngs Total Polltn Excl w/ Hostile Fire Excl	10/1/2024
CP03211012	Windstorm or Hail Percentage Deductible	10/1/2012
CL07001006	Virus or Bacteria Exclusion	10/1/2006
IM70000404	Contractors' Equipment Coverage	4/1/2004
CL01000399	Common Policy Conditions	3/1/1999
CM76130713	Waiver of Theft Deductible	7/1/2013
CL06000115	Certified Terrorism Loss	1/1/2015
CL16500606	Cond Nuclear, Biological, and Chem Terrorism Excl	6/1/2006
IM20890319	Amendatory Endorsement - Texas	3/1/2019
CM89190620	Valuation Of Equipment Leased Or Rented From Other	6/1/2020
CM89150620	Variable Deductible Endorsement	6/1/2020
CM89210820	Replace Cost Remove Equip Older Than Six Years Age	8/1/2020
CM89650821	Cyber Incident Exclusion	8/1/2021

Form Number	Form Name	Edition Date
CL02730723	Amendatory Endorsement - Texas	7/1/2023
CM88311016	Contractors' Equipment Extension Plus	10/1/2016
CG94380524	Texas Amendment Of Representations Condition	5/1/2024
NP89690921	NP - Billing Practices	9/1/2021
IM70340112	Tools Endorsement	1/1/2012

Activities [1]

Description	Entered By
Adding a 2020 John Deere Pro Gator Dakota Turf Tender that the insured intending to be included at issuance.	Company Entered (N1587807)

The insurance policy information contained herein is produced from data contained in the Client Management System and cannot be used to determine coverage provided by an insurance policy. Please refer to the insurance policy issued by your insurance carrier for coverage information.

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Be it known that

PAUL A FULLER

has fulfilled the requirements in accordance with the laws of the State of Texas for

LICENSED IRRIGATOR

License Number: LI0019851
Issue Date: 12/06/2024
Expiration Date: 12/31/2027

K Keel

Executive Director
Texas Commission on Environmental Quality

1½" AND 2" PGV

These reliable valves provide long-lasting performance for larger systems.

KEY BENEFITS

- External/internal manual bleed allows for quick and easy activation at the valve
- Double-beaded diaphragm seal design ensures leak-free performance
- Captive bonnet screws eliminate the possibility of lost parts during disassembly
- Triple-tool bonnet screws are compatible with standard or Phillips screwdrivers as well as a nut driver
- Each valve available with globe or angle configuration for convenient placement
- Encapsulated solenoid with captive plunger used on every Hunter valve provides hassle-free service
- Flow control maximizes efficiency and prolongs the life of the system



PGV-151
Inlet diameter: 1½"
Height: 7½"
Length: 5¾"
Width: 4½"



PGV-201
Inlet diameter: 2"
Height: 8"
Length: 6¾"
Width: 5¼"

USER-INSTALLED OPTIONS

- Accu Sync® Pressure Regulator at the valve*
- DC-Latching Solenoid for battery-operated controllers (P/N 458200)
- Solenoid conduit cover (P/N 464322)
- Reclaimed flow control handle (P/N 607105)

FACTORY-INSTALLED OPTIONS

- LS: Valve without solenoid
- DC: DC-Latching Solenoid for battery-operated controllers

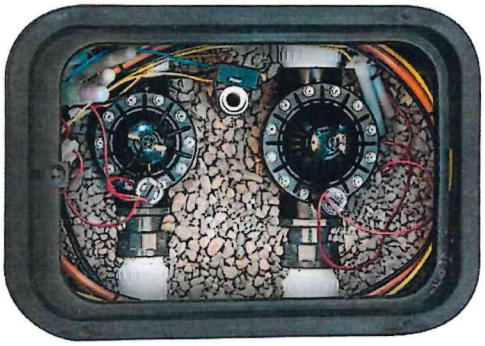
OPERATING SPECIFICATIONS

- Flow:
  - PGV-151: 20 to 120 GPM
  - PGV-201: 20 to 150 GPM
- Recommended pressure range: 20 to 150 PSI
- Temperature rating: 150°F
- Warranty period: 2 years

SOLENOID SPECIFICATIONS

- 24 VAC solenoid
  - 350 mA inrush, 190 mA holding, 60 Hz
  - 370 mA inrush, 210 mA holding, 50 Hz
- Accu Sync product information

PGV Installed



PGV-ASV – SPECIFICATION BUILDER: ORDER 1 + 2 + 3 + 4

1 Model	2 Standard Features	3 Feature Options	4 User-Installed Options
PGV-151 = 1½" **PGV-201** = 2"	Globe/angle valve with flow control	**(blank)** = No option **DC** = DC-Latching Solenoid battery-operated controllers **LS** = Less solenoid	**AS-ADJ** = Adjustable Accu Sync Pressure Regulator **458200** = DC-Latching Solenoid for battery-operated controllers **607105** = Reclaimed flow control handle **LIT-700** = Reclaimed ID tag

Example:
PGV-201-AS-ADJ = 2" PGV globe/angle valve with flow control, user-installed adjustable Accu Sync Pressure Regulator

PGV PRESSURE LOSS IN PSI

Flow GPM	1½" Globe	1½" Angle	2" Globe	2" Angle
20	3	3	1	1
30	3	3	1	2
35	3	3	2	2
40	3	3	2	2
50	4	3.5	1	1
60	5	4	2	2
80	5.5	4.5	3	2
100	9	8	5	3
120	11.5	10.5	6	5
135			8	7
150			10	9

Paul's
LAWN & LANDSCAPE LLC

Warranty

Warranty Stipulation: The warranty period begins when final nvoice is paid in full and substantial work has been completed. This is when the project is usable and functional, all major work is finished, and any remaining items are minor and do not prevent normal use.

Our Guarantee: All plant materials installed and supplied by Paul's Lawn & Landscape shall be guaranteed to survive for a period of **30 days from the time of planting.** No warranty will be issued for a landscape job not supported by a working irrigation system.
Any that fail to survive shall be replaced once the payment terms are met. Plants must be properly watered and receive adequate care, and plants have not suffered mechanical damage or been damaged by an act of God, such as a storm, flood, fire, or the like.

Change orders: The scope of work to be performed on this project is limited to the description and quantities in the accepted contract/estimate. Any additional work to be performed will be submitted as a change order and will be paid in addition to the contract's/estimate's stated values. All change Orders must be approved in writing by both parties.

Drainage Warranty: Drainage solutions designed to alleviate excess water or standing water, including but not limited to French drains, dry creeks, dry wells, and berms, are not guaranteed to eliminate all standing water or water damage. There is no guarantee that problem areas will be or will stay totally dry, as many unforeseen variables may affect drainage, such as underground streams, unknown soil conditions, heavy rains, and neighboring homes and businesses that may redirect water through or onto your property.

Irrigation Installation: Paul's Lawn & Landscape will provide all materials, tools, and labor. We will do all excavating, fabricating, back-filling, and any other work needed to complete the job, including the connection of the mainline to the water supply or water meter. If a separate water meter needs to be installed for the irrigation system, it will be at the owner's expense. Paul's Lawn & Landscape will call for utility locations and will pull the necessary permits. The electrical outlet will be supplied by the owner. This system shall be automatically controlled. The irrigation will comply with the current state and local law.

Irrigation Warranty: Paul's Lawn & Landscape will warranty the sprinkler system against any defects in materials and workmanship, such as all hardware, controllers, valves, and heads, for a period of **one year** for residential & commercial properties. The warranty will not cover damage due to vandalism, hail/freeze, vehicles, drought, or neglect by the owner.

Paul's
LAWN & LANDSCAPE LLC

Refusal of Inspection: Paul's Lawn & Landscape performs an irrigation inspection before we begin landscape installation projects. Refusal of pre-construction inspection voids any warranty for plant material and releases Paul's Lawn & Landscape from any responsibility for any irrigation issues.

Construction Warranty: Paul's Lawn and Landscape warrants workmanship related to the construction project, including, but not limited to, decks, pergolas, and outdoor kitchens for a period of **one (1) year** from the date of substantial completion of the project, which is when the project is **usable and functional,** all major work is finished, and any remaining items are **minor** and do not prevent normal use. This warranty covers defects resulting from improper installation or construction.

This warranty does not cover natural wood characteristics, including, but not limited to, warping, cracking, checking, fading, or shrinkage. Materials are covered only by the manufacturer's warranty. Damage resulting from weather events, improper use, alterations by others, or failure to perform routine maintenance is excluded.

Paul's Lawn and Landscape's obligation under this warranty is limited to the repair or replacement of defective workmanship.

Masonry Warranty: Paul's Lawn & Landscape warrants that all masonry workmanship—including but not limited to **pavers, stonework, retaining walls, concrete flatwork, brick, and mortared structures**—will be free from defects in workmanship for a period of **one (1) year** from the date of project completion.

This warranty covers failures directly resulting from improper installation.

All materials are subject only to the manufacturer's warranty. Paul's Lawn & Landscape does not provide additional warranties for materials, including but not limited to: Pavers and stone, Brick and concrete products, Mortar and joint materials, Base materials, and geotextiles.

This warranty does **not** cover: Minor settling, shifting, or hairline cracking that does not affect structural integrity. Color variation, efflorescence, or natural surface changes. Damage caused by: Soil movement, erosion, or drainage issues outside contractor control, freeze/thaw cycles, Acts of God (flooding, storms, excessive rainfall, drought) , heavy equipment, vehicles, or misuse, alterations or repairs made by others, or failure due to improper maintenance or use

King Innovation

DBR/Y-600 Waterproof Wire Connectors - 100 pack

L/P DBR/Y-6 UL SPLICE 100 BULK

SKU#: 17000286

MFG#: DBR/Y-6100

$2.78

Case Qty: 100

Login to see your price

In Stock at Cedar Park

FEATURES

- A waterproof wire connector ideal for low-voltage lighting or two-wire irrigation systems.
- This pack comes with 100 silicone filled tubes and Gorilla Nuts™ Red/Yellow wire nuts.
- 600-volt max and fits #22 - #8 gauge wire.

Description

- Temperature Rating: -105°C (221° F).
- Silicone Sealant Temperature: -45°F to 400°.F.
- UL Designation:GT2.

Specifications

Height:	**Manufacturer Part Number:**	**Minimum Quantity:**
0	DBR/Y-6100	100
Width:	**Wire Connector Gauge Range:**	**Wire Connectors Water Resit:**
0	8	Yes

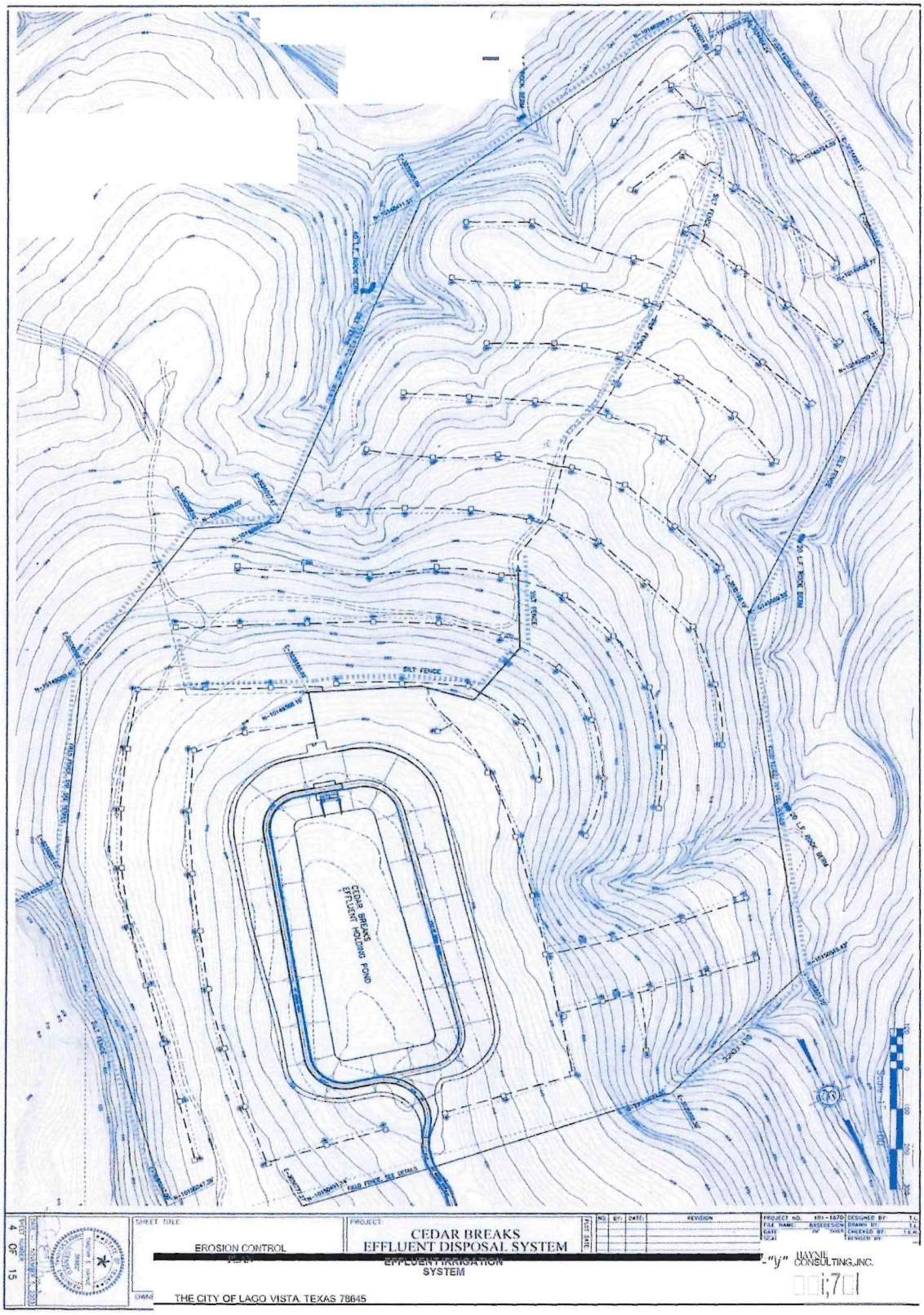
The Dryconn DBR/Y-6 waterproof wire connector is UL listed and rated at 600 volts. The housing is UV and impact resistant and is excellent for above ground or direct bury applications. The connector is a two-part system, including Gorilla Nuts™ Red/Yellow cushion grip wire connectors and a pre-filled silicone filled tube.

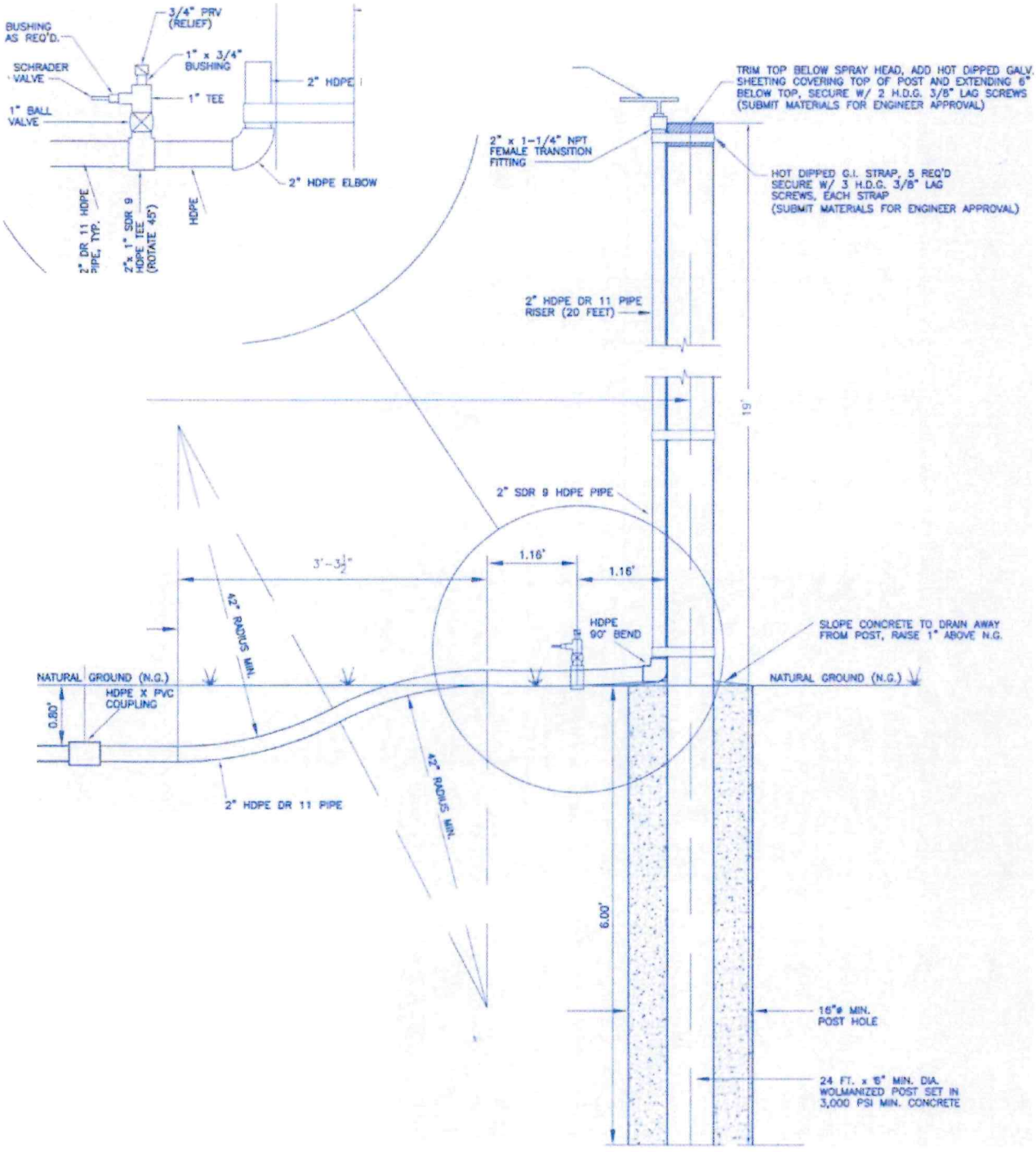
This connector is perfect for low-voltage lighting, traditional irrigation and two-wire decoder system applications.

Key Specifications

- Max. Voltage: 600V max. building wire (1000V max. signs or luminaries).
- Connector Size: 3 11/16" x 1 1/2" x 1 3/16".
- Wire Type: Copper/Copper.
- Wire Range: Min #22/Max #8.

ATTACHMENT "F"
EXISTING SPECS


SILT FENCE
CEDAR BREAKS
EFFLUENT HOLDING POND
SILT FENCE
SILT FENCE
SILT FENCE


BUSHING AS REQ'D.
3/4" PRV (RELIEF)
1" x 3/4" BUSHING
SCHRADER VALVE
1" TEE
2" HDPE
1" BALL VALVE
2" HDPE ELBOW
2" DR 11 HDPE PIPE, TYP.
2"x 1" SDR 9 HDPE TEE (ROTATE 45°)
HDPE
TRIM TOP BELOW SPRAY HEAD, ADD HOT DIPPED GALV. SHEETING COVERING TOP OF POST AND EXTENDING 6" BELOW TOP, SECURE W/ 2 H.D.G. 3/8" LAG SCREWS (SUBMIT MATERIALS FOR ENGINEER APPROVAL)
2" x 1-1/4" NPT FEMALE TRANSITION FITTING
HOT DIPPED G.I. STRAP, 5 REQ'D SECURE W/ 3 H.D.G. 3/8" LAG SCREWS, EACH STRAP (SUBMIT MATERIALS FOR ENGINEER APPROVAL)
2" HDPE DR 11 PIPE RISER (20 FEET)
19'
2" SDR 9 HDPE PIPE
3'-3½"
1.16'
1.16'
42" RADIUS MIN.
HDPE 90° BEND
SLOPE CONCRETE TO DRAIN AWAY FROM POST, RAISE 1" ABOVE N.G.
NATURAL GROUND (N.G.)
NATURAL GROUND (N.G.)
0.80'
HDPE X PVC COUPLING
2" HDPE DR 11 PIPE
42" RADIUS MIN.
6.00'
16"ø MIN. POST HOLE
24 FT. x 6" MIN. DIA. WOLMANIZED POST SET IN 3,000 PSI MIN. CONCRETE

AQUA FLOW
IRRIGATION

Date: March 12, 2026

City of Lago Vista
Attn: Evaluation Committee
5803 Thunderbird Street
Lago Vista, Texas 78645

Subject: Proposal Submission - RFP No. 26-03
Irrigation System Repairs - Cedar Breaks Effluent Disposal Area

Dear Evaluation Committee,

Aqua Flow Irrigation is pleased to submit our proposal for the repair and rehabilitation of the irrigation system at the Cedar Breaks Effluent Disposal Area. Our company specializes in irrigation system diagnostics, valve rehabilitation, two-wire irrigation systems, and decoder installation and programming.

We understand the importance of restoring reliable irrigation operations to support the City's wastewater effluent disposal system and maintaining compliance with Texas Commission on Environmental Quality (TCEQ) requirements. Aqua Flow Irrigation is committed to completing this project safely, efficiently, and within the proposed project schedule.

Thank you for the opportunity to submit this proposal. We appreciate your consideration and look forward to the possibility of working with the City of Lago Vista.

Respectfully,

John Kozekwa
Owner - Aqua Flow Irrigation
Texas Licensed Irrigator #29734
Phone: 254-247-2071
Email: john.k@aquaflowirrigation.com

PROPOSAL

RFP 26-03 – Irrigation System Repairs

Cedar Breaks Effluent Disposal Area – City of Lago Vista, Texas

Submitted By:
Aqua Flow Irrigation
John Kozekwa – Owner
Texas Licensed Irrigator #29734
Phone: 254-247-2071
Email: Johnk@aquaflowirrigation.com
Date: March 12, 2026

Project Understanding

Aqua Flow Irrigation understands that the City of Lago Vista requires repair and restoration of the irrigation system located at the Cedar Breaks Effluent Disposal Area. The existing system has experienced electrical and operational failures resulting in multiple zones not functioning properly. The objective of this project is to restore reliable communication between the irrigation controller and field valves and return the system to proper working condition.

Scope of Work

1 - Diagnose irrigation control system and electrical components.
2 - Rebuild approximately 120 irrigation valves using manufacturer approved rebuild kits.
3 - Install Hunter decoder modules at each valve location.
4 - Replace all existing two-wire irrigation control cable throughout the irrigation field.
5 - Install wiring above ground where applicable (no trenching assumed).
6 - Remove visible existing surface control wire where necessary.
7 - Program decoder addresses and integrate with irrigation controller.
8 - Test and verify valve operation and system communication.
9 - Perform final system testing to confirm irrigation zone operation.

Total Lump Sum Proposal Price

$134,900

Unit Pricing

Description	Price
Full Valve Replacement (if required)	$475 each
Equipment - Trencher / Skid Steer / Mini Excavator	$135 per hour
Equipment - Jackhammer	$115 per hour

Payment Schedule

Payment for this project shall be made according to the following schedule:
- 30% Mobilization – Due upon contract award and project mobilization.
- 30% Progress Payment – Due upon completion of valve rehabilitation for all irrigation valves.
- 30% Progress Payment – Due upon completion of two-wire cable installation, decoder installation, and system programming.
- 10% Retainage – Released upon final project completion, testing, and acceptance by the City.

Payment Terms

Progress invoices will be submitted upon completion of each milestone. Payment is requested within fifteen (15) days of invoice submission unless otherwise governed by the City's standard payment policies or applicable Texas prompt payment statutes.

Project Schedule

Aqua Flow Irrigation anticipates completion of this project within approximately eight (8) to ten (10) weeks from the date of Notice to Proceed. Weather conditions or unforeseen circumstances beyond contractor control may require adjustments to the schedule.

Project Clarifications

All two-wire irrigation control cable will be replaced and installed **above ground** using shielded two-conductor irrigation control cable designed for two-wire decoder irrigation systems. Cable routing will follow existing valve locations and system layout to restore communication between the controller and field decoders. This proposal is based on visible system conditions observed during the site visit. Underground piping or irrigation components not visible during inspection may require additional repair once the system is reactivated and pressurized.

Additional Work

Any work requested by the City outside the scope of this proposal will require written authorization and will be billed according to the unit rates listed above or mutually agreed pricing.

Contractor Qualifications

- Texas Licensed Irrigator #29734
- Specializing in irrigation diagnostics and system rehabilitation
- Experience with two-wire irrigation control systems and decoder programming
- Local Texas irrigation contractor experienced in commercial and large-scale irrigation systems

Warranty

Aqua Flow Irrigation warrants that all labor and workmanship will be free from defects for one (1) year from project completion. Manufacturer warranties on materials will be passed through to the City where applicable. Damage caused by lightning, electrical surges, or conditions outside the contractor's control is not covered under this warranty.

Respectfully Submitted

John Kozekwa
Owner – Aqua Flow Irrigation

RESPONSES SHALL BE DELIVERED SEALED TO: CITY OF LAGO VISTA City of Lago Vista 5803 Thunderbird St. Lago Vista, Texas 78645	**Or RESPONSES SHALL BE MAILED TO:** CITY OF LAGO VISTA City of Lago Vista P.O. Box 4727 Lago Vista, Texas 78645
PRE-SUBMITTAL CONFERENCE WILL BE HELD VIA GoToMeeting : **N/A**	**NAME AND ADDRESS OF COMPANY SUBMITTING PROPOSALS:**
FOR ADDITIONAL INFORMATION **REGARDING THIS RFP PLEASE CONTACT:** **Eric De La Cruz** **eric.delacruz@lagovistatexas.gov**	**Contact Person:** John Kozekwa **Title:** Owner **Phone:** (254) 247-2071 **Fax: ( )** **Email:** johnk@aquaflowirrigation.com
RETURN THIS COVER SHEET AS INTENT RESPONSE TO: Charles West City Manager City of Lago Vista 5803 Thunderbird Street Lago Vista, Texas 78645	**Signature:** **Printed:** John Kozekwa

LETTER OF CLARIFICATION # 1 None

LETTER OF CLARIFICATION # 2 None

LETTER OF CLARIFICATION # 3 None

COMPANY NAME: Aqua Flow Irrigation Services, LLC

COMPANY ADDRESS: 2032 Tejas Pecan

CITY/STATE/ZIP: New Braunfels, TX 78130

COMPANY REPRESENTATIVE

NAME: John Kozekwa

TELEPHONE #: (254)247-2071 FAX#:

EMAIL: johnk@aquaflowirrigation.com

SIGNATURE:

DATE: 3/11/26

This form is **REQUIRED** to be on file **BEFORE** we can conduct any business with any Contractor. Submitting this form will assist us in setting your company up as a certified Contractor of The City of Lago Vista.

PROPOSERS CERTIFICATION:

I, the undersigned, by signing the following statement agree that I have read and understand all of the terms and conditions, specifications, and requirements contained on each page of this Request for Proposal. I also understand that if this proposal is accepted by The City of Lago Vista that all of the terms and conditions, specifications, and requirements submitted in my proposal and any additions, changes, or deletions made during negotiations will be made a part of this proposal under a binding contract between my company and The City of Lago Vista, Texas. I also certify that this proposal is made without previous understanding, agreement, or connection with any person, firm, or corporation making a proposal for the same materials, and is in all fair and without collusion or fraud:

OUR company is a (Check One):

Corporation	___	(The Proposal MUST be signed by an Officer of the company)
Partnership	___	(The Proposal MUST be signed by a General Partner)
Joint Venture	___	(The Proposal MUST be signed by an Officer of the company)
Sole Proprietor	√	(The Proposal MUST be signed by the Owner)

Is the company a small, minority, or woman-owned business enterprise?

MBE ___ WBE ___ SBE √

Has the company been certified as a SMWBE by any governmental agency?

Yes ___ No √

If yes, specify the governmental agency: _____

Date of certification: _____

LETTERS OF CLARIFICATION:

The Proposer acknowledges receipt of the following Letters of Clarification: (If you have not received any Letters of Clarification, then write NONE across the blanks). If you have received Letters of Clarification, then write beside the appropriate Letter of Clarification number the date received. ALL LETTERS OF CLARIFICATION RECEIVED SHOULD BE ATTACHED TO THE PROPOSAL.

CONFLICT OF INTEREST QUESTIONNAIRE

FORM CIQ

For vendor doing business with local governmental entity

This questionnaire reflects changes made to the law by H.B. 23, 84th Leg., Regular Session.

This questionnaire is being filed in accordance with Chapter 176, Local Government Code, by a vendor who has a business relationship as defined by Section 176.001(1-a) with a local governmental entity and the vendor meets requirements under Section 176.006(a).

By law this questionnaire must be filed with the records administrator of the local governmental entity not later than the 7th business day after the date the vendor becomes aware of facts that require the statement to be filed. *See* Section 176.006(a-1), Local Government Code.

A vendor commits an offense if the vendor knowingly violates Section 176.006, Local Government Code. An offense under this section is a misdemeanor.

OFFICE USE ONLY
Date Received

1 **Name of vendor who has a business relationship with local governmental entity.**

Aqua Flow Irrigation Services

2 ☐ **Check this box if you are filing an update to a previously filed questionnaire.**

(The law requires that you file an updated completed questionnaire with the appropriate filing authority not later than the 7th business day after the date on which you became aware that the originally filed questionnaire was incomplete or inaccurate.)

3 **Name of local government officer about whom the information in this section is being disclosed.**

_____

Name of Officer

This section (item 3 including subparts A, B, C, & D) must be completed for each officer with whom the vendor has an employment or other business relationship as defined by Section 176.001(1-a), Local Government Code. Attach additional pages to this Form CIQ as necessary.

A. Is the local government officer named in this section receiving or likely to receive taxable income, other than investment income, from the vendor?

☐ Yes ☐ No

B. Is the vendor receiving or likely to receive taxable income, other than investment income, from or at the direction of the local government officer named in this section AND the taxable income is not received from the local governmental entity?

☐ Yes ☐ No

C. Is the filer of this questionnaire employed by a corporation or other business entity with respect to which the local government officer serves as an officer or director, or holds an ownership interest of one percent or more?

☐ Yes ☐ No

D. Describe each employment or business and family relationship with the local government officer named in this section.

4

Signature of vendor doing business with the governmental entity

3/11/26

Date

Adopted 8/7/2015

Attachment "B"
HB 89 Form

Effective September 1, 2017, House Bill 89 Prohibition on Contracts with Companies Boycotting Israel states that a state agency and a political subdivision (which includes a city) may not enter a contract with a company for goods or services unless the contract contains a **written verification** from the company that; (i) it does not Boycott Israel; and (ii) will not Boycott Israel during the term of the contract.

"Boycott Israel" is defined to mean refusing to deal with, terminating business activities with, or otherwise taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations specifically with Israel, or with a person or entity doing business in Israel or in an Israeli-controlled territory, but does not include an action made for ordinary business purposes.

"Company" is defined to mean a for-profit sole proprietorship, organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations that exists to make a profit.

To Be Completed By Contractor:

"I, John Kozekwa (Name of certifying official), the owner (title or position of certifying official) of Aqua Flow Irrigation Services (name of company), does hereby verify on behalf of said company to the City that said company does not Boycott Israel and will not Boycott Israel (as that term is defined in Texas Government Code Section 808.001) during the term of this contract.

Signature of Certifying Official

owner
Title

3/11/26
Date

ATTACHMENT "E"

DRUG-FREE WORKPLACE CERTIFICATION

The Aqua Flow Irrigation Services (company name) will provide a Drug Free Workplace in compliance with the Drug Free Workplace Act of 1988. The unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited on the premise of the Aqua Flow Irrigation Services (company name) or any of its facilities. Any employee who violates this prohibition will be subject to disciplinary action up to and including termination. All employees, as a condition of employment, will comply with this policy.

CERTIFICATION REGARDING DRUG-FREE WORKPLACE

The undersigned Contractor certifies it will provide a drug-free workplace by:

Publishing a policy statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the consequences of any such action by an employee;

Establishing an ongoing drug-free awareness program to inform employees of the dangers of drug abuse in the workplace, the Contractor's policy of maintaining a drug-free workplace, the availability of counseling, rehabilitation and employee assistance programs, and the penalties that may be imposed on employees for drug violations in the workplace;

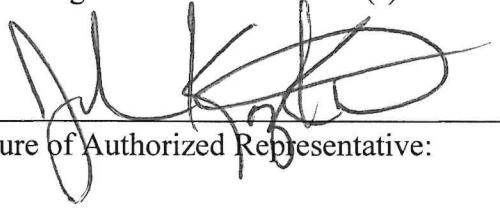
Providing each employee with a copy of the Contractor's policy statement;

Notifying the employees in the Contractor's policy statement that as a condition of employment under this contract, employees shall abide by the terms of the policy statement and notifying the Contractor in writing within five days after any conviction for a violation by the employee of a criminal drug abuse statue in the workplace;

Notifying the City within ten (10) days of the Contractor's receipt of a notice of a conviction of any employee; and,

Taking appropriate personnel action against an employee convicted of violating a criminal drug statue or requires such employee to participate in a drug abuse assistance or rehabilitation program.

Aqua Flow Irrigation Services / John Kozekwa (owner)
Name of Organization / Contractor(s)



Signature of Authorized Representative:

3/11/26
Date:

ATTACHMENT "D"

CITY OF LAGO VISTA

INSURANCE REQUIREMENT AFFIDAVIT

To Be Completed By Insurance Agent/Broker and Responder

I, the undersigned Agent/Broker, reviewed the insurance requirement contained in this proposal document. If the Proposer shown below is awarded this contract by the City of Lago Vista, I will be able to, within fifteen (15) days of notification of such award, furnish a valid insurance certificate to the City of Lago Vista meeting all the insurance requirements in this proposal.

Insurance Coverage Reviewed: Package

Agent's Name: Scott Gibbons

Agency Name: Miller & Miller Insurance Agency

Address: 400 W. San Antonio St.

City / State / ZIP: New Braunfels, TX 78130

Telephone No. ( ) (830) 625-3000 Fax No. ( )

Proposer's Name and Company: John Kozekwa - Aqua Flow Irrigation Servi

RFP Number and Title: 26-03 Irrigation Systems Repairs Cedar Breaks Effluent Dispo
area

Insurance Agent / Broker Signature: Date: 3/11/2026

By submitting a proposal and signing below I affirm the following: I am aware of all costs to provide the required insurance, will do so pending contract award, and will provide a valid insurance certificate meeting all requirements within fifteen days of notification of award.

If the above fifteen-day requirement is not met, the City of Lago Vista has the right to reject this proposal and award the contract to the next lowest proposer meeting specifications. If you have any questions concerning these requirements, please contact the City Manager (512) 267-1155.

Proposer's Signature: Date: 3/11/26

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Be it known that

JOHN K KOZEKWA

has fulfilled the requirements in accordance with the laws of the State of Texas for

LICENSED IRRIGATOR

License Number: **LI0029734**
Issue Date: **06/05/2024**
Expiration Date: **06/30/2027**

Executive Director
Texas Commission on Environmental Quality

405

Form **W-9**
(Rev. March 2024)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Go to *www.irs.gov/FormW9* for instructions and the latest information.

Give form to the requester. Do not send to the IRS.

Before you begin. For guidance related to the purpose of Form W-9, see *Purpose of Form*, below.

Print or type. See *Specific Instructions* on page 3.

1 Name of entity/individual. An entry is required. (For a sole proprietor or disregarded entity, enter the owner's name on line 1, and enter the business/disregarded entity's name on line 2.)

John Kozekwa

2 Business name/disregarded entity name, if different from above.

Aqua Flow Irrigation Services, LLC

3a Check the appropriate box for federal tax classification of the entity/individual whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor ☐ C corporation ☐ S corporation ☐ Partnership ☐ Trust/estate

☑ LLC. Enter the tax classification (C = C corporation, S = S corporation, P = Partnership) . . . . . P

Note: Check the "LLC" box above and, in the entry space, enter the appropriate code (C, S, or P) for the tax classification of the LLC, unless it is a disregarded entity. A disregarded entity should instead check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) _____

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from Foreign Account Tax Compliance Act (FATCA) reporting code (if any) _____

(Applies to accounts maintained outside the United States.)

3b If on line 3a you checked "Partnership" or "Trust/estate," or checked "LLC" and entered "P" as its tax classification, and you are providing this form to a partnership, trust, or estate in which you have an ownership interest, check this box if you have any foreign partners, owners, or beneficiaries. See instructions . . . . . ☐

5 Address (number, street, and apt. or suite no.). See instructions.

2092 Tejas Pecan

6 City, state, and ZIP code

New Braunfels, TX 78130

Requester's name and address (optional)

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. See also *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

			-			-				

or

Employer identification number

4	1	-	4	0	7	1	0	6	5

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and, generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here | **Signature of U.S. person** [signature] **Date** 3/12/2026

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9*.

What's New

Line 3a has been modified to clarify how a disregarded entity completes this line. An LLC that is a disregarded entity should check the appropriate box for the tax classification of its owner. Otherwise, it should check the "LLC" box and enter its appropriate tax classification.

New line 3b has been added to this form. A flow-through entity is required to complete this line to indicate that it has direct or indirect foreign partners, owners, or beneficiaries when it provides the Form W-9 to another flow-through entity in which it has an ownership interest. This change is intended to provide a flow-through entity with information regarding the status of its indirect foreign partners, owners, or beneficiaries, so that it can satisfy any applicable reporting requirements. For example, a partnership that has any indirect foreign partners may be required to complete Schedules K-2 and K-3. See the Partnership Instructions for Schedules K-2 and K-3 (Form 1065).

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS is giving you this form because they

Kuality Landscaping & Handyman Services LLC

Project: Cedar Breaks Effluent Irrigation System Rehabilitation Proposal

RFP No. 26-03

Request for Sealed Proposals for Irrigation System Repairs, Cedar Breaks Effluent Disposal Area

Issued: February 12, 2026 Proposal Submission

Deadline: March 12, 2026, 1:00pm CST Local Time

Submitted to:

City of Lago Vista

5803 Thunderbird St.

Lago Vista, Texas 78645

Date: March 9, 2026

Executive Summary

Kuality Landscaping & Handyman Services LLC, a certified Service-Disabled Veteran-Owned Small Business (SDVOSB), is pleased to submit this proposal for the rehabilitation of the Cedar Breaks Effluent Irrigation System for the City of Lago Vista. Our team brings extensive experience in irrigation system diagnostics, repair, and restoration. We are committed to delivering a fully functional, efficient, and reliable irrigation system that meets the City's operational needs and long-term sustainability goals.

PROJECT BACKGROUND

The City of Lago Vista owns and operates the Cedar Breaks Effluent Disposal Area, which serves as a permitted land application site for the dispersal of treated wastewater effluent generated by the City's wastewater treatment facilities. The effluent irrigation system is designed to distribute treated effluent in accordance with applicable Texas Commission on Environmental Quality (TCEQ) regulations and the City's wastewater permit requirements. The irrigation system consists of pumps, electrical components, controllers, wiring, valves, lateral lines, and irrigation heads that allow for the controlled and uniform application of treated effluent across designated disposal fields. Proper operation of this system is critical to maintain regulatory compliance, protecting public health and the environment, and ensuring the continued functionality of the City's wastewater operations. Portions of the irrigation system have been inactive for an extended period of time. Additionally, certain electrical components may have been impacted by a historical lightning strike, resulting in potential damage to controllers, wiring, and related infrastructure. Due to the period of inactivity, some valves, irrigation heads, and other mechanical components may require rehabilitation, replacement, or recalibration.

Scope of Work

- • Remove all existing two-wire irrigation cable currently lying on the ground below the retention pond across the ~100-acre site.
- • Disconnect all existing electrical connections.
- • Locate, identify, and mark all isolation valves.
- • Verify water flow to all irrigation heads on each line.
- • Inspect and rebuild approximately 120 existing irrigation valves, replacing internal components as needed.
- • Replace any cracked or damaged valve bodies and valve boxes.
- • Install all new two-wire irrigation cable in above-ground PVC conduit.
- • Ensure all wire connections are made inside valve boxes using manufacturer-approved connectors.
- • Install new decoders at each valve and program them into the provided Hunter controllers.
- • Verify operation of all valves, piping, wiring, and wire connections.
- • Program controllers for efficient operation and proper irrigation coverage.
- • Provide cost estimates and obtain City approval for any additional work or change orders.
- • Ensure full system testing and functionality upon completion.

Technical Approach

Our approach begins with a comprehensive inspection and mapping of the existing irrigation system. All exposed two-wire cable will be removed, electrical connections will be disconnected, and all isolation valves will be located and identified. Each irrigation valve will be opened, inspected, and rebuilt with new internal components. Any valves or valve boxes that are cracked, damaged, or not rebuildable will be replaced.New two-wire cable will be installed in above-ground PVC conduit, with all wire connections made using manufacturer-approved connectors and in accordance with specification requirements. City-provided decoders will be installed at each valve and programmed into the Hunter controllers.Upon completion of repairs and installation, the contractor will perform full system diagnostics, including continuity testing, valve activation, wiring verification, grounding checks, and controller communication testing. Operational performance of all components will be verified. Any deficiencies identified during commissioning will be documented and corrected prior to project closeout.

Warranty

Kuality Landscaping & Handyman Services LLC provides a one (1) year warranty on all labor and installed components associated with this project. This warranty covers defects in workmanship and materials under normal use. The warranty does not cover damage resulting from negligence, misuse, acts of nature, or actions by the City or third-party contractors.

Pricing Structure

- Lump Sum for Base Scope of Work: $ 253,000

Contractor is prepared to lay wire in conduit (hdpe/pvc) below grade to maintain system reliability.

- Unit Price per Valve Replacement: $400
- Hourly Rate for Additional Repairs: $225.00
- Timeline for project: 180 Days
- Contractor is prepared to dispose of all trash accumulated throughout the project.

Qualifications

Kuality Landscaping & Handyman Services LLC is a Service-Disabled Veteran-Owned Small Business with extensive experience in irrigation system installation, repair, and diagnostics. Our team has successfully completed similar municipal and commercial irrigation projects, demonstrating our commitment to quality, safety, and customer satisfaction.

License Irrigator John Krumnow- LI0024312

Required Submittals

- • Proof of Insurance
- • Valid Texas Irrigator License
- • List of materials or classes of materials not accepted for disposal

Signature Page

Submitted by:

Bryan Miller

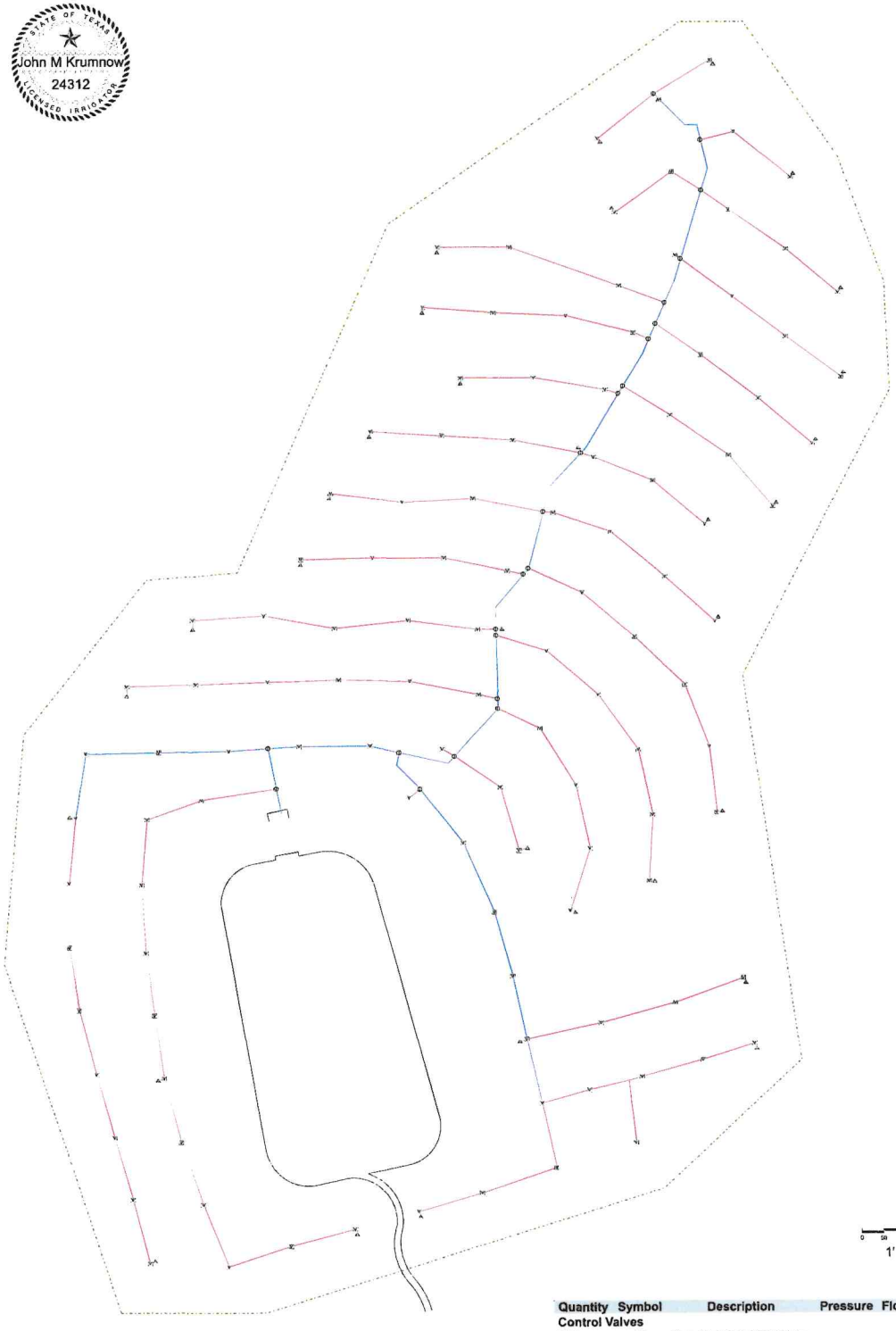
Bryan Miller, owner

Authorized Representative

Kuality Landscaping & Handyman Services LLC

Date: 9 MAR 26

John M Krumnow
24312
LICENSED IRRIGATOR
STATE OF TEXAS



1" = 250'

Quantity	Symbol	Description	Pressure	Flow	Radius
Control Valves					
116		Rain Bird 200-PGA Globe			
Irrigation Accessories					
22		Rain Bird 10 in Valve Box			
Wire					
5000 ft		ID2BLU			
22500 ft		ID1BLU			
27500 ft 3/4" HDPE Flex Conduit					

Lighting

Quantity	Symbol	Description
Lighting Accessories		
32		10 ft Grounding Rod
Wire		
500 ft		10 AWG Ground Wire

SHEET:	1 of 1
SCALE:	1" = 250'
DRAWN BY:	John M Krumnow
CHECKED BY:	
DATE:	3/01/2026
JOB NUMBER:	
REVISIONS:	None

PROJECT:
Cedar Breaks Effluent Disposal Area

SHEET DESCRIPTION:
Wire Plan

RESPONSES SHALL BE DELIVERED SEALED TO:	**Or RESPONSES SHALL BE MAILED TO:**
CITY OF LAGO VISTA City of Lago Vista 5803 Thunderbird St. Lago Vista, Texas 78645	CITY OF LAGO VISTA City of Lago Vista P.O. Box 4727 Lago Vista, Texas 78645
PRE-SUBMITTAL CONFERENCE WILL BE HELD VIA GoToMeeting : **N/A**	**NAME AND ADDRESS OF COMPANY SUBMITTING PROPOSALS:** Bryan Miller Kuality Landscaping and Handyman Services LLC PO Box 2473 Harker Heights Tx 76548 **Contact Person:** Bryan Miller
FOR ADDITIONAL INFORMATION **REGARDING THIS RFP PLEASE CONTACT:** **Eric De La Cruz** **eric.delacruz@lagovistatexas.gov**	**Title:** owner **Phone:** (253) 507 3465 **Fax:** ( ) **Email:** kualityhelp@gmail.com
RETURN THIS COVER SHEET AS INTENT RESPONSE TO: Charles West City Manager City of Lago Vista 5803 Thunderbird Street Lago Vista, Texas 78645	**Signature:** Bryan Miller **Printed:** Bryan Miller

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Be it known that

JOHN M KRUMNOW

has fulfilled the requirements in accordance with the laws of the State of Texas for

LICENSED IRRIGATOR

License Number: **LI0024312**
Issue Date: **10/21/2024**
Expiration Date: **10/31/2027**

Executive Director
Texas Commission on Environmental Quality

Form **W-9**
(Rev. March 2024)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Go to *www.irs.gov/FormW9* for instructions and the latest information.

Give form to the requester. Do not send to the IRS.

Before you begin. For guidance related to the purpose of Form W-9, see *Purpose of Form*, below.

Print or type. See *Specific Instructions* on page 3.

1 Name of entity/individual. An entry is required. (For a sole proprietor or disregarded entity, enter the owner's name on line 1, and enter the business/disregarded entity's name on line 2.)
Bryan miller

2 Business name/disregarded entity name, if different from above.
Quality landscaping and handyman services LLC

3a Check the appropriate box for federal tax classification of the entity/individual whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor ☐ C corporation ☐ S corporation ☐ Partnership ☐ Trust/estate

☑ LLC. Enter the tax classification (C = C corporation, S = S corporation, P = Partnership) . . . . S

Note: Check the "LLC" box above and, in the entry space, enter the appropriate code (C, S, or P) for the tax classification of the LLC, unless it is a disregarded entity. A disregarded entity should instead check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) _____

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from Foreign Account Tax Compliance Act (FATCA) reporting code (if any) _____

(Applies to accounts maintained outside the United States.)

3b If on line 3a you checked "Partnership" or "Trust/estate," or checked "LLC" and entered "P" as its tax classification, and you are providing this form to a partnership, trust, or estate in which you have an ownership interest, check this box if you have any foreign partners, owners, or beneficiaries. See instructions . . . . . ☐

5 Address (number, street, and apt. or suite no.). See instructions.
PO Box 2473

Requester's name and address (optional)

6 City, state, and ZIP code
Harker Heights TX 76548

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. See also *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number
[ ][ ][ ] - [ ][ ] - [ ][ ][ ][ ]

or

Employer identification number
85 - 0739621

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and, generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here | **Signature of U.S. person** Bryan Miller | **Date** 9 MAR 26

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9*.

What's New

Line 3a has been modified to clarify how a disregarded entity completes this line. An LLC that is a disregarded entity should check the appropriate box for the tax classification of its owner. Otherwise, it should check the "LLC" box and enter its appropriate tax classification.

New line 3b has been added to this form. A flow-through entity is required to complete this line to indicate that it has direct or indirect foreign partners, owners, or beneficiaries when it provides the Form W-9 to another flow-through entity in which it has an ownership interest. This change is intended to provide a flow-through entity with information regarding the status of its indirect foreign partners, owners, or beneficiaries, so that it can satisfy any applicable reporting requirements. For example, a partnership that has any indirect foreign partners may be required to complete Schedules K-2 and K-3. See the Partnership Instructions for Schedules K-2 and K-3 (Form 1065).

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS is giving you this form because they

414

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YY
12/19/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	Simply Business 53 State Street 19th Floor Boston, MA 02109	CONTACT NAME:	Simply Business	
		PHONE (A/C, No, Ext):	(866) 538-7491	FAX (A/C, No):
		E-MAIL ADDRESS:	contactus@simplybusiness.com	
			INSURER(S) AFFORDING COVERAGE	NAIC #
		INSURER A:	Spinnaker Insurance Company	24376
INSURED	Kuality Landscaping And Handyman Services, Llc 704 Cattail Cir Harker Heights, Texas 76548	INSURER B :		
		INSURER C :		
		INSURER D :		
		INSURER E :		
		INSURER F :		

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY	X	Y	HBW3835712XB4	01/18/2026	01/18/2027	EACH OCCURRENCE	$1,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$100,000
							MED EXP (Any one person)	$5,000
							PERSONAL & ADV INJURY	$1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$2,000,000
	X POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$2,000,000
	OTHER:							
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	
	ANY AUTO						BODILY INJURY (Per person)	
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	
	HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	
	UMBRELLA LIAB OCCUR						EACH OCCURRENCE	
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	
	DED RETENTION							
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N						PER STATUTE OTH-ER	
	ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBEREXCLUDED? (Mandatory in NH)	N/A					E.L. EACH ACCIDENT	
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	
							E.L. DISEASE - POLICY LIMIT	
	PROFESSIONAL LIABILITY						EACH CLAIM	
							AGGREGATE	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
HBW3835712XB4 - CG 20 01 04 13 - PRIMARY AND NONCONTRIBUTORY - OTHER INSURANCE CONDITION

CERTIFICATE HOLDER

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Camila Oliveira

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U.S Small Business
Administration

800-827-5722 | www.sba.gov
Office | 409 3rd St, SW. | Washington DC 20416

01/27/2025

Bryan Miller
KUALITY LANDSCAPING AND HANDYMAN SERVICES L.L.C
704 CATTAIL CIR HARKER HEIGHTS, TX 76548

Dear Bryan Miller,

Congratulations! I am pleased to inform you that KUALITY LANDSCAPING AND HANDYMAN SERVICES L.L.C has been approved for the following U.S. Small Business Administration (SBA) certification(s):

- Veteran-Owned Small Business (VOSB)
- Service-Disabled Veteran-Owned Small Business (SDVOSB)

KUALITY LANDSCAPING AND HANDYMAN SERVICES L.L.C is eligible for VOSB / SDVOSB contracts and will be identified as a certified VOSB / SDVOSB program participant in DSBS as of the date of this letter, **01/27/2025.**

To align with your existing certification, your effective date for recertification for all your SBA certifications is **01/27. Your first certification renewal will be due 1/27/2028.**

Responsibilities

The information below sets forth requirements related to your business' continued eligibility and its responsibilities as a certified program participant:

- **Reporting Changes:** You are required to notify SBA in writing of changes to your business that could affect its eligibility. Please refer to the attached supplemental pages for more details and examples.
- **System for Award Management (SAM.gov):** You must keep the business' SAM.gov profile and DSBS records up-to-date in order for the business to receive benefits from our Programs (i.e., to be identified by contracting officers as eligible to be awarded small business set-aside contracts and to be paid under any such contracts). You must validate your business' SAM.gov information at least annually or your SAM.gov registration will become inactive. If you need assistance in updating the

OFFICIAL PROPOSAL OFFER & ACCEPTANCE STATEMENT

Honorable Mayor and City Council Members:

The undersigned Proposer hereby submits this Official Proposal and agrees to furnish and deliver all materials, equipment, and services FOB Destination as may be specified in a future Purchase Order or Notice of Award.

The Proposer agrees to provide all labor and materials in full accordance with the Scope of Work, the City's Specifications, the General Terms and Conditions, and any Letters of Clarification issued for this solicitation. Any Letter of Clarification issued by the City shall automatically become part of this Proposal and shall supersede any conflicting provisions in prior documents. The Proposer acknowledges responsibility for obtaining all such Letters of Clarification prior to submitting this Proposal.

This Proposal shall remain irrevocable for 120 days following the official opening date, or 90 days after City Council awards the Proposal, whichever period is longer, unless extended by written agreement of both parties. The City may accept this Proposal by issuing a Notice of Award and/or Purchase Order within this period.

The Proposer affirms that it is an Equal Opportunity Employer.

By signing below, the Proposer agrees to furnish and deliver all specified materials and/or services at the prices and terms stated herein, and in full accordance with the Request for Proposal, all Clarification Letters, and all General Terms and Conditions issued by the City. All pages of the City of Lago Vista's Proposal documents—including, but not limited to, the General Terms and Conditions, Specifications, and page one of the Proposal Invitation—are incorporated herein by reference for all purposes.

Company Name: Kuality Landscaping and Handyman Services LLC

Authorized Representative: Bryan Miller

Title: Owner

Address: PO Box 2473

Phone: 253-507-3465

Email: kualityhelp@gmail.com

Signature: Bryan Miller

Date: 9 MAR 26

Attachment "B"
HB 89 Form

Effective September 1, 2017, House Bill 89 Prohibition on Contracts with Companies Boycotting Israel states that a state agency and a political subdivision (which includes a city) may not enter a contract with a company for goods or services unless the contract contains a **written verification** from the company that; (i) it does not Boycott Israel; and (ii) will not Boycott Israel during the term of the contract.

"Boycott Israel" is defined to mean refusing to deal with, terminating business activities with, or otherwise taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations specifically with Israel, or with a person or entity doing business in Israel or in an Israeli-controlled territory, but does not include an action made for ordinary business purposes.

"Company" is defined to mean a for-profit sole proprietorship, organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations that exists to make a profit.

To Be Completed By Contractor:

"I, Bryan Miller (Name of certifying official), the owner (title or position of certifying official) of KL+ IT Services (name of company), does hereby verify on behalf of said company to the City that said company does not Boycott Israel and will not Boycott Israel (as that term is defined in Texas Government Code Section 808.001) during the term of this contract.

Bryan Miller
Signature of Certifying Official

owner
Title

3-4-26
Date

ATTACHMENT "E"

DRUG-FREE WORKPLACE CERTIFICATION

The KL & H services (company name) will provide a Drug Free Workplace in compliance with the Drug Free Workplace Act of 1988. The unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited on the premise of the KL & H services (company name) or any of its facilities. Any employee who violates this prohibition will be subject to disciplinary action up to and including termination. All employees, as a condition of employment, will comply with this policy.

CERTIFICATION REGARDING DRUG-FREE WORKPLACE

The undersigned Contractor certifies it will provide a drug-free workplace by:

Publishing a policy statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the consequences of any such action by an employee;

Establishing an ongoing drug-free awareness program to inform employees of the dangers of drug abuse in the workplace, the Contractor's policy of maintaining a drug-free workplace, the availability of counseling, rehabilitation and employee assistance programs, and the penalties that may be imposed on employees for drug violations in the workplace;

Providing each employee with a copy of the Contractor's policy statement;

Notifying the employees in the Contractor's policy statement that as a condition of employment under this contract, employees shall abide by the terms of the policy statement and notifying the Contractor in writing within five days after any conviction for a violation by the employee of a criminal drug abuse statue in the workplace;

Notifying the City within ten (10) days of the Contractor's receipt of a notice of a conviction of any employee; and,

Taking appropriate personnel action against an employee convicted of violating a criminal drug statue or requires such employee to participate in a drug abuse assistance or rehabilitation program.

Kuality Landscaping & Handyman Services LLC
Name of Organization / Contractor(s)

Bryan Muller
Signature of Authorized Representative:

3-4-26
Date:

This form is **REQUIRED** to be on file **BEFORE** we can conduct any business with any Contractor. Submitting this form will assist us in setting your company up as a certified Contractor of The City of Lago Vista.

PROPOSERS CERTIFICATION:

I, the undersigned, by signing the following statement agree that I have read and understand all of the terms and conditions, specifications, and requirements contained on each page of this Request for Proposal. I also understand that if this proposal is accepted by The City of Lago Vista that all of the terms and conditions, specifications, and requirements submitted in my proposal and any additions, changes, or deletions made during negotiations will be made a part of this proposal under a binding contract between my company and The City of Lago Vista, Texas. I also certify that this proposal is made without previous understanding, agreement, or connection with any person, firm, or corporation making a proposal for the same materials, and is in all fair and without collusion or fraud:

OUR company is a (Check One):

Corporation	___	(The Proposal MUST be signed by an Officer of the company)
Partnership	___	(The Proposal MUST be signed by a General Partner)
Joint Venture	___	(The Proposal MUST be signed by an Officer of the company)
Sole Proprietor	✓	(The Proposal MUST be signed by the Owner)

Is the company a small, minority, or woman-owned business enterprise?

MBE ___ WBE ___ SBE ___

Has the company been certified as a SMWBE by any governmental agency?

Yes ___ No ___

If yes, specify the governmental agency: _____

Date of certification: _____

LETTERS OF CLARIFICATION:

The Proposer acknowledges receipt of the following Letters of Clarification: (If you have not received any Letters of Clarification, then write NONE across the blanks). If you have received Letters of Clarification, then write beside the appropriate Letter of Clarification number the date received. ALL LETTERS OF CLARIFICATION RECEIVED SHOULD BE ATTACHED TO THE PROPOSAL.

LETTER OF CLARIFICATION # 1 None

LETTER OF CLARIFICATION # 2 _____

LETTER OF CLARIFICATION # 3 _____

COMPANY NAME: Kuality Landscaping & Handyman Services LLC

COMPANY ADDRESS: PO Box 2473

CITY/STATE/ZIP: Harker Heights TX 76548

COMPANY REPRESENTATIVE

NAME: Bryan Miller

TELEPHONE #: 253 507 3465 FAX#: _____

EMAIL: Kualityhelp@gmail.com

SIGNATURE: Bryan Miller

DATE: 9MAR26

Kuality Landscaping and Handyman Services LLC

Bryan W Miller
PO Box 2473
HARKER HEIGHTS, Texas 76548
(253)507-3465
kualityhelp@gmail.com
March 4, 2026

Dear City of Lago Vista,

On behalf of **Kuality Landscaping and Handyman Services LLC**, I am honored to present our proposal in response to **RFP No. 26-03** for the City of Lago Vista. We fully understand the complexity and importance of this project and are committed to delivering results that not only meet but exceed your expectations. As a proven Texas-based small business, we pride ourselves on our attention to detail, extensive hands-on experience, and adherence to high standards in every engagement.

The scope of work described in the solicitation aligns closely with our team's expertise. Our proposal comprehensively addresses your requirements:

- **Removal and Mapping:** Our team will remove all existing two-wire irrigation cable from below the retention pond across the approximately 100-acre site. All electrical connections will be disconnected with safety and care. We will thoroughly locate, identify, and clearly mark all isolation valves, verifying water flows to each irrigation head to ensure complete system readiness.
- **Valve Inspection and Rebuild:** We will inspect and rebuild as needed all 120 existing irrigation valves. This includes removing valve tops, installing new internal components, and, when necessary, cutting out and replacing valves that are cracked or irreparable. Any faulty valve boxes will be replaced, ensuring durable protection of all water control elements. Pricing for full valve replacements is included, and transparency will be maintained in all cost considerations.
- **Two-Wire System Installation:** We will expertly lay out and install all new two-wire irrigation cable in above-ground PVC conduit. All wire connections will be made inside new, manufacturer-approved valve boxes using the correct connectors, ensuring that each meets or exceeds the latest manufacturer specifications. Every intersection will be securely housed in a valve box below grade for optimal performance and safety.
- **Decoders and Controllers:** We are prepared to install the City-provided 120 decoders and integrate them into the new system. Our experienced technicians will program each decoder into the Hunter control panel/controllers, which have also been provided by the City and are ready for our team's professional integration.
- **Testing and Programming:** Our approach includes a full system check to verify proper operation of all valves, piping, wiring, and connections. We will program the irrigation controllers for efficient, dependable performance, ensuring proper coverage

for every irrigation head. All work in this phase will be conducted with meticulous attention to reliability and quality.

- **Additional Work and Change Orders:** Should our team discover any plumbing or mechanical issues impacting system operation, we will promptly deliver detailed cost estimates per hour or unit, along with written proposals for major issues. No additional work will commence without explicit City approval via formal change orders. Any unforeseen issues associated with restarting such a long-inactive system will be documented and submitted with recommendations, ensuring you remain in full control of the project scope and budget.
- **Warranty:** Our proposal includes a 1 year warranty covering all labor and components that we provide and install, giving the City of Lago Vista confidence and assurance in our workmanship and commitment to long-term system reliability.

Kuality Landscaping and Handyman Services LLC is a **Service-Disabled Veteran-Owned (SDVOSB/VOSB)** and committed Texas small business, with fully up-to-date representations and certifications. Our **SAM registration is active**, and our **CAGE Code** is **9YA50** with the **Unique Entity ID USH5AM8E4G85**. Our insurance coverage is $1,000,000, giving your agency the utmost in risk mitigation and peace of mind.

Our approach is driven by unwavering values:

- **Integrity** in every transaction and every task.
- **An unmatched work ethic** from all staff, no matter the assignment size.
- **A relentless focus on customer-centric service**—your satisfaction is our highest priority.
- **Professionalism** across all activities and communications.
- **Top-tier quality craftsmanship** that delivers both function and value.
- **Community commitment** guiding our interactions today and into the future.

We stand fully prepared to comply with all requirements and amendments to this solicitation, and are committed to upholding safety, quality, and timely delivery. The validity of our proposal is **180 days** as requested, ensuring your review and approval timelines are fully accommodated.

We appreciate your consideration and look forward to supporting the City's mission with our skilled personnel, robust systems, and proven operations. If any further documentation or clarification is required, please contact me directly at **(253)507-3465 or (254)290-9074**, or via email at **kualityhelp@gmail.com**. Thank you once again for this opportunity. We are ready to deliver superior results for the City of Lago Vista.

Sincerely,
Bryan W Miller
Kuality Landscaping and Handyman Services LLC
PO Box 2473
Harker Heights, Texas 76548

Paul's
LAWN & LANDSCAPE LLC

Response to Request for Clarification: RFP 26-03

Date: April 28, 2026
To: Eric De La Cruz, Procurement Manager
Organization: City of Lago Vista
Project: Request for Clarification RFP 26-03

Dear Mr. De La Cruz,
Paul's Lawn & Landscape LLC is pleased to provide the following clarifications regarding our proposal for RFP 26-03. We have addressed each of your items below to ensure a complete and accurate evaluation of our submission.

1. **Please confirm your proposal includes installation of the City-provided irrigation controller, including programming and ensuring full system operation.**
   We confirm that the installation and programming of the controller are included. While we anticipate full system operation, a final guarantee can only be provided once thorough testing of the existing apparatus is completed. Preliminary site discussions suggest any additional required work will be minimal.

2. **The RFP requires installation of a new two-wire system in PVC conduit. Please specify conduit type, size, installation method, and connection style.**
   We will utilize 3/4" Schedule 40 grey electrical conduit installed above ground. All conduit connections will be solvent welded/glued for a secure seal.

3. **Please specify the wire type and size to be installed and confirm whether twisted wire will be used.**
   We propose Paige 12/2 BILINE wire (non-twisted) We prefer BILINE for its proven track record and ability to fit efficiently in smaller conduit.

4. **Please confirm whether all wire routing will transition below grade and enter valve boxes from the bottom, and be protected within conduit at all entry points.**
   Confirmed. All wiring will transition below grade to enter valve boxes from the bottom. Wiring will be protected by conduit at all points until it enters the valve box, which then provides the necessary protection.

5. **Please confirm how your proposal addresses underground components not visible during inspection that may require repair once the system is pressurized.**
   Components that cannot be verified as functional during initial inspection are not included in the fixed price; however, our original proposal establishes a clear basis for labor and material charges should these repairs become necessary.

6. **Based on your site understanding, do you anticipate any concerns with restoring full system functionality?**
   We do not anticipate major concerns. While minimal additional work beyond the current proposal may be required for full functionality, we believe the system is capable of restoration.

7. **Please confirm your proposal includes locating, identifying, and marking all isolation valves as required in the RFP.**
   Confirmed. Locating, identifying, and marking all isolation valves is included in our proposal. We will also redraw the entire system to include in the field notes of where isolation valves, label the location of regular valves, and the routing of the system actually to the best of our ability, for future reference.

8. **Please confirm your proposal includes verification of water flow to all irrigation heads on each line.**
   The proposal includes testing to verify if water flow is available to all irrigation heads. While we believe the system is in good condition, specific pipe or fitting repairs needed to ensure full flow would be addressed as discovered.

9. **Please confirm rebuild kits will be installed as needed across all valve types present in the field.**
   Our proposal exceeds standard rebuild kits. We will replace the entirety of each valve, excluding only the single-piece base, for all valves present in the field.

10. **Please clarify what is included in "internal components," and confirm whether rebuilds include diaphragms, springs, seals/O-rings, and solenoids.**
    Confirmed. By replacing the entire valve (minus the base), all components—including the diaphragm, spring, seals/O-rings, and solenoid—are included.

11. **Please confirm your proposal includes replacement of all broken or damaged valve boxes.**
    Confirmed. All missing, broken, or damaged valve boxes will be replaced as per our proposal.

12. **Please confirm your understanding of Hunter decoder compatibility with existing field conditions and mixed valve manufacturers.**
    Confirmed. Hunter ICD decoders are compatible with various manufacturers, including Rain Bird. Furthermore, any valves we replace will be Hunter models, ensuring 100% compatibility.

13. **Please confirm your proposal includes installation and programming of a decoder at each valve as required.**
    Confirmed. The installation and programming of a decoder at every valve is included without exception.

14. **Please confirm all wire connections will be installed inside valve boxes and use manufacturer-approved direct burial connectors.**
    Confirmed. All connections will be housed in valve boxes and secured using manufacturer-approved DBR/Y-6 splices. We will also install a cotton ball inside each connector, a trick used in the golf industry, to further keep moisture out of the wire connections, further protecting it from corrosion and failure.

15. **Please specify the type of connectors proposed.**
    We will use DBR/Y-6 direct burial splices.

16. **Please confirm your understanding of the project scope regarding inspection, electrical diagnostics, and repairs.**
    The current proposal includes inspection, troubleshooting, and the repair/replacement of wiring, connections, valves, and valve boxes, as well as programming and testing. It does not include repairs to lateral lines or the cannon water sprayers themselves.

17. **Please confirm your understanding that the intent of the project is to restore full operational functionality.**
    We understand the intent is to provide a completely functional system. Should work outside the specified proposal be required to reach this goal, additional charges may be incurred.

18. **Please confirm your proposal includes full system testing and verification of operation upon completion.**
    The proposal includes full system testing. Verification of all components is included, provided that any additional necessary work discovered during testing is approved.

19. **Please confirm whether your proposal includes surge protection for the decoder system.**
    Confirmed. Surge protection and grounding are provided for both the controller and the entire two-wire path, including the decoders. Grounding plates will be placed in between every 10 valves, approximately 8ft away from the valve. We will do everything possible to minimize future damages from lighting strikes.

20. **If surge protection is not included, please provide a recommended approach.**
    Surge protection is included as described above, though it should be noted that no surge protection is 100% fail-proof. What we will do is be able to isolate and minimize damage from lightning.

21. **Please confirm warranty coverage included in your proposal.**
    We provide a 12-month warranty on both parts and labor for all components repaired or replaced. A second year of warranty is provided for parts only on these items. This warranty does not cover the City-provided controller or existing components that did not require repair. We are a local company based out of Leander, so repair calls can be handled the same day or next day. We also have been referral only for 28 years. We do what we say we are going to do, when we say we are going to do it. We have excellent customer service.

22. **Please confirm your proposal includes a final walkthrough with City staff and demonstration of full system operation.**
Confirmed. We will conduct a final walkthrough with City staff to demonstrate operation before final payment is issued.

Mayor Council Members
Shane Saum Jess
Adam Benefield
Amanda Chavarria
Mayor Pro-Tem
Norma Owen
CITY OF LAGO VISTA TEXAS
Hall
Karen Van Ness
Paul Prince

April 21,2026

Request for Clarification RFP 26-03

Dear Aqua Flow Irrigation

The City of Lago Vista has completed an initial review of your proposal submitted in response to the above-referenced Request for Proposals (RFP). In order to ensure a complete and accurate evaluation, the City requests clarification on specific elements of your submittal.

Please review the items below and provide a written response addressing each point in detail:

1. Please confirm your proposal includes installation of the City-provided irrigation controller, including programming and ensuring full system operation. Yes, Aqua Flow Irrigations bid includes installation of the City-provided irrigation controller, programming and ensuring full system operation.

2. The RFP requires installation of a new two-wire system in PVC conduit. Please specify:
   - Conduit type and size: ¾" Schedule 40 grey electrical-grade PVC conduit, UV resistant.
   - Installation method (above ground vs. buried): Conduit will be installed above ground.
   - Whether conduit connections will be sealed and/or glued: Conduit connections will be solvent-welded using grey electrical PVC cement.

3. Please specify the wire type and size to be installed and confirm whether twisted wire will be used. Aqua Flow Irrigation will be using 14/2 twisted, shielded two-wire cable and the brand will be Hunter/Regency.

4. Please confirm whether all wire routing will:
   - Transition below grade and enter valve boxes from the bottom: Yes, Aqua Flow Irrigation will transition below grade and enter valve boxes from the bottom.
   - Be protected within conduit at all entry points: Yes, all wire routing will be protected within conduit all entry points.

5. The RFP notes that underground components not visible during inspection may require additional repair once the system is pressurized. Please confirm how your proposal addresses this condition (included, allowance, or change order.). All underground components not visible during inspection will be repaired and is included in Aqua Flow Irrigations bid price.

6. Based on your site understanding, do you anticipate any concerns with restoring full system functionality? If so, please describe. Based on Aqua Flow Irrigations site visit and understanding of the project, we do NOT anticipate any issue with restoring full system functionality.

7. Please confirm your proposal includes locating, identifying, and marking all isolation valves as required in the RFP. Yes, Aqua Flow Irrigations proposal includes locating, identifying, and marking all isolation valves as required in the RFP.

8. Please confirm your proposal includes verification of water flow to all irrigation heads on each line. Yes, Aqua Flow Irrigations proposal includes verification of water flow to all irrigation heads on each line.

PO Box 4727, Lago Vista, TX 78645 • 512.267.1155 • www.lagovistatexas.gov
City Manager, Charles West • Charles.West@lagovistatexas.gov

9. The RFP requires inspection and rebuild of approximately 120 valves. Please confirm rebuild kits will be installed as needed across all valve types present in the field. Yes, rebuild kits will be installed as needed across all valve types present in the field.

10. Please clarify what is included in "internal components," and confirm whether rebuilds include: "Internal components" includes all of the below but is not limited to:
    - Diaphragm - Included
    - Spring - Included
    - Seals/O-rings - Included
    - Solenoid - Included

11. Please confirm your proposal includes replacement of all broken or damaged valve boxes. Yes, Aqua Flow Irrigations proposal includes replacement of all broken or damaged valve boxes. The type of boxes we plan to use is 14"x19" rectangular valve box with purple lid for non-potable water.

12. The City will provide Hunter decoders. Please confirm your understanding of compatibility with existing field conditions, including mixed valve manufacturers (e.g., Hunter and Rain Bird). Based on Aqua Flow Irrigations understanding of the existing system, mixed valve manufacturers (including Rain Bird and Hunter), are compatible with the proposed two-wire control system. The Hunter controller and decoders will operate standard 24V AC solenoids regardless of valve manufacturer. Aqua Flow Irrigation does not anticipate compatibility issues related to mixed valve brands.

13. Please confirm your proposal includes installation and programming of a decoder at each valve as required. Yes, Aqua Flow Irrigations proposal includes installation and programming of a decoder at each valve, as required.

14. Please confirm all wire connections will:
    - Be installed inside valve boxes: Yes, all wire connections will be installed inside valve boxes.

- Use manufacturer-approved direct burial connectors: Yes, all wire connections will be installed inside valve boxes using waterproof, direct-burial rated connectors, 3M DBR/Y to ensure long-term reliability in wet and corrosive conditions.
- Meet manufacturer specifications: Yes, the 3M DBR/Y that will be used meet manufacturer specifications.

15. Please specify the type of connectors proposed. 3M DBR/Y

16. Please confirm your understanding that the project includes, but is not limited to:
    - Inspection and troubleshooting: Aqua Flow Irrigation understands and is included in proposal.
    - Repair/replacement of damaged components. Aqua Flow Irrigation understands and is included in proposal.
    - Electrical diagnostics: Aqua Flow Irrigation understands and is included in proposal.
    - Valve and lateral line repairs: Aqua Flow Irrigation understands and is included in proposal.
    - Controller programming: Aqua Flow Irrigation understands and is included in proposal.
    - Operational testing: Aqua Flow Irrigation understands and is included in proposal.

17. Please confirm your understanding that the intent of the project is to restore full operational functionality of the irrigation system, including:
    - Water flow: Aqua Flow Irrigation understands and is included in proposal.
    - Valve performance: Aqua Flow Irrigation understands and is included in proposal.
    - Wiring integrity: Aqua Flow Irrigation understands and is included in proposal.
    - Controller-to-field communication: Aqua Flow Irrigation understands and is included in proposal.
    - Operation of all irrigation heads: Aqua Flow Irrigation understands and is included in proposal.

18. Please confirm your proposal includes full system testing and verification of operation upon completion. Yes, Aqua Flow Irrigations proposal includes full system testing and verification of operation upon completion.

19. The RFP requires all work to meet manufacturer specifications. Please confirm whether your proposal includes surge protection for the decoder system, including:
    - Protection at the controller: Yes
    - Protection along the two-wire path: Yes
    - Aqua Flow Irrigation confirms that the installation will comply with manufacturer specifications, including surge protection for the two-wire decoder system. Surge protection will be installed at the controller and appropriate intervals along the two-wire path in accordance with manufacturer guidelines to protect system components and ensure long term reliability. Ground rods will be used at designated locations in areas where soil conditions allow proper installment. Where subsurface conditions such as rock or root obstructions that prevent proper installation of ground rods, grounding plates will be utilized to maintain compliance with manufacturer requirements.

20. If surge protection is not included, please provide a recommended approach.

21. Please confirm warranty coverage included in your proposal for:
    - Labor: Aqua Flow Irrigation includes a 1 Year workmanship warranty is included.
    - Parts: All parts components are covered under applicable manufacturer warranties.
    - Electrical components: All electrical components are covered under applicable manufacturer warranties
    - Any defects in workmanship identified within the warranty period will be corrected to ensure proper system operation.

22. Please confirm your proposal includes a final walkthrough with City staff and demonstration of full system operation at project completion. Yes, Aqua Flow Irrigations proposal includes a final walkthrough with City staff and demonstration of full system operation at project completion

Please submit your written responses no later than **April 30, 2026 at 4:00 P.M. CST**. Responses should be clear, complete, and reference the corresponding question number above.

This request for clarification is intended only to clarify information contained in the original proposal. No changes to pricing, scope will be accepted. Any response that introduces new or revised pricing, scope modifications, or material deviations from the original proposal may be deemed non-responsive and may result in disqualification.

If you have any questions regarding this request, please contact me directly.

Sincerely,

Eric De La Cruz
Procurement Manager
City of Lago Vista

AGENDA ITEM NO. VIII.3

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Jordan Strohmeyer, Development Services

SUBJECT: Discussion, Consideration, and Possible Action on a Municipal Service Plan for the Annexation Of 4.949 Acres Also Known As Lot 27, Travis Hollow, Section Two, According To The Map Or Plat Thereof, Recorded In Volume 78, Page 398, Plat Records, Travis County, Texas; Save And Except That Portion Conveyed To Travis County, Texas, Recorded In Volume 10662, Page 402, Real Property Records, Travis County, Texas ETJ, Located At 7301 Lohman Ford Road In Lago Vista Texas 78645 And Adjacent To The City Of Lago Vista Municipal Limits

BACKGROUND:

The subject property consists of approximately 4.949 acres located at 7301 Lohman Ford Road and is currently located within the City of Lago Vista's extraterritorial jurisdiction (ETJ) and adjacent to the existing municipal limits. The property owner has requested voluntary full-purpose annexation into the City. As part of the annexation process, municipalities are required to prepare a Municipal Service Plan that describes the services to be provided to the property following annexation. The Municipal Service Plan outlines the City's commitment to extend municipal services such as police protection, planning and zoning authority, code enforcement, roadway maintenance, parks access, utility availability, and other customary municipal services in accordance with City policies and applicable regulations. Adoption of the Municipal Service Plan is a required procedural step prior to completing annexation and allows the City to proceed with the public hearing process. The plan provides transparency to the property owner and the public regarding the level and timing of municipal services that will be available upon annexation and ensures compliance with applicable provisions of the Texas Local Government Code governing annexation procedures.

Approval of the Municipal Service Plan does not annex the property

but advances the item to the next required step in the annexation process.

FINDINGS:

- The subject property consists of approximately 4.949 acres located at 7301 Lohman Ford Road and is contiguous to the existing City of Lago Vista municipal boundary and located within the City's extraterritorial jurisdiction (ETJ).
- The property owner has submitted a request for voluntary full-purpose annexation into the City limits.
- The property owner has denied a Development Agreement.
- State law requires preparation of a Municipal Service Plan prior to annexation that identifies the municipal services to be provided following annexation and the manner in which those services will be delivered.
- The proposed Municipal Service Plan documents the City's commitment to provide services including police protection, planning and zoning authority, code enforcement, roadway maintenance, parks access, utility service availability, and other customary municipal services in accordance with City policies and regulations.
- Approval of the Municipal Service Plan satisfies a required procedural step in the annexation process and authorizes the City to proceed with the required public hearings prior to consideration of an annexation ordinance.

RECOMMENDATION:

Approve the Municipal Service Plan for the proposed annexation of approximately 4.949 acres located at 7301 Lohman Ford Road to allow for the City to proceed with the required public hearings associated with the annexation process in accordance with applicable state law and City procedures.

ATTACHMENTS:

Annex Service Plan 7301 Lohman.pdf

CITY OF LAGO VISTA
MUNICIPAL SERVICES PLAN
FOR ANNEXATION OF 4.949 ACRES ALSO KNOWN AS LOT 27, TRAVIS HOLLOW, SECTION TWO, ACCORDING TO THE MAP OR PLAT THEREOF, RECORDED IN VOLUME 78, PAGE 398, PLAT RECORDS, TRAVIS COUNTY, TEXAS; SAVE AND EXCEPT THAT PORTION CONVEYED TO TRAVIS COUNTY, TEXAS, RECORDED IN VOLUME 10662, PAGE 402, REAL PROPERTY RECORDS, TRAVIS COUNTY, TEXAS ETJ, LOCATED AT 7301 LOHMAN FORD ROAD IN LAGO VISTA TEXAS 78645 AND ADJACENT TO THE CITY OF LAGO VISTA MUNICIPAL LIMITS

Owner: Fosters Limited LLC
Acreage: 4.949 Acres

This Municipal Services Plan ("**Plan**") is entered into on this ___ day of _____ 2026 and between the City of Lago Vista, Texas, a home-rule municipality of the State of Texas ("**City**") and Foster Limited LLC ("**Owne**r").

RECITALS

WHEREAS, the described tract is situated in Travis County, Texas, and consists of approximately 4.949 +/-acres of land situated in the City's extraterritorial jurisdiction, such property being more particularly described and set forth in Exhibit A attached and incorporated herein by reference ("**Property**");

WHEREAS, Fosters Limited LLC (the "**Owner**") has declined to enter into a Development Agreement with the City pursuant to Section 212.172 of Texas Local Government Code (as amended, the "**Development Agreement**") and is hereby voluntarily requesting full-purpose annexation of the Property;

WHEREAS, when a municipality elects to annex such an area, the municipality is required to enter into a written agreement with the property owner that sets forth services to be provided by the municipality for the properties in the affected area; and

WHEREAS, the City services to be provided for the Property on or after the effective date of annexation and provided for herein

NOW THEREFORE, in exchange for the mutual covenants, conditions and promises contained herein, City and Owner agree as follows:

1. **PROPERTY.** This Plan is only applicable to the Property, more specifically described in Exhibit A.

2. **INTENT.** It is the intent of the City that this Plan provide for the delivery of full, available municipal services to the Property in accordance with state law, which may be accomplished through any means permitted by law.

3. **MUNICIPAL SERVICES.** Commencing the effective date of annexation, the City will provide the municipal services set forth below. As used in this Plan, "providing services" includes having services provided by any method or means by which the City may extend municipal services to any other area of the City, including the City's infrastructure extension policies and developer or property owner participation in accordance with applicable City ordinances, and all approved rules, regulations, and policies.

The City hereby declares the following services to be made available to the Property and its Owner(s):

a. **Police Services.** Currently Police Services are Provided by Travis county, The City will Provide municipal police protection through Lago Vista Police Department and will provide the service to the area once annexed. The Police station is located at 5901 Municipal Complex Way, Lago Vista, TX 78645.

b. **Fire Services.** The Property is within the ESD 1/TC ESD 1 Service Area. The Travis County ESD 1 Fire Department will provide aid through the Automatic Aid Agreement. such fire response services will be provided from the Travis County ESD 1 Fire Department (Station No. 1) located at 20624 FM 1431, Suite 5, Lago Vista, Texas, or future stations located in proximity to the Property. In addition, fire prevention activities will be provided by the Travis County ESD 1 Fire Marshalls office, as needed.

ESD Service areas are shown on attached Exhibit "B."

c. **Building Inspection/Code Enforcement Services.** The City of Lago Vista will provide building inspection and code enforcement services upon annexation. The Development Services Department will also assist in issuance and enforcement activities related to all other applicable City of Lago Vista Codes and regulations that apply to building construction within the City of Lago Vista. Building Inspection and Code Enforcement services are located at 5803 Thunderbird St #101, Lago Vista, TX 78645.

d. **Libraries.** Lago Vista Public Library provides library services. The library is located at 5803 Thunderbird St Suite 40, Lago Vista, TX 78645.

e. **Environmental Health & Health Code Enforcement.** The Travis County Health and Human Services Department will continue to oversee the enforcement of the State, County, and City of Lago Vista's health ordinances and regulations, for example, those related to inspections of commercial kitchens, mobile food vendors,

food preparation establishments, and handling operations. The City will perform other enforcement of the City of Lago Vista's health and sanitation ordinances and regulations, including but not limited to weed, brush control, and control over junked and abandoned vehicles. This service will be provided by the City's Code Enforcement Department and Police Department and shall begin in this Property on the effective date of the annexation. Additionally, the City's control of dilapidated structures will be handled by the City pursuant to its regulations and Code. These Services will be provided at 5803 Thunderbird St #101, Lago Vista, TX 78645.

f. Planning & Zoning. The planning and zoning jurisdiction of the City will be extended to this area on the effective date of the annexation ordinance. The planning and zoning of the Property will be in accordance with the terms and conditions set forth in the Development Agreement. All services provided by the City will be extended to the area on the effective date of the annexation ordinance. These services will be provided at 5803 Thunderbird St #101, Lago Vista, TX 78645.

g. Parks & Recreation. All services and amenities associated with the City's Parks and Recreation activities will extend to the Property on the effective date of the annexation ordinance. These services will be provided at 5803 Thunderbird St #101, Lago Vista, TX 78645.

h. Streets & Drainage. The City will maintain public streets over which the City has jurisdiction. Maintenance to the street facilities will continue to be provided in accordance with the City's policies and procedures for City streets and roadways. Travis County shall continue to be responsible for County Roads, and TxDOT shall continue to be responsible for State of Texas highways and farm to market roadways, pursuant to their statutory authorities. As new subdivisions and development occurs within the Property, the developers of property may be required to dedicate appropriate right-of-way and construct City streets in accordance with the City of Lago Vista's Subdivision Code, regulations, and policies that are in place at the time of the development. Upon completion of, dedication to, and the City's acceptance of, new streets and public rights-of-way, the City shall provide ongoing operation and maintenance for those streets, rights-of-way, and roadways.

The City will provide maintenance on existing public drainage systems and floodplain management of the Property. Developers will provide stormwater drainage and meet floodplain requirements as per the City's Code, regulations, and policies, and such facilities will be inspected by the City's Engineer at the time of completion of such facilities. The City will maintain public drainage facilities within the City right-of-way, as per the City's Code, regulations, and policies.

i. **Street Lighting.** The City will provide street lighting to the Property in any public right-of-way in accordance with standard City Policy as the Property develops.

j. **Traffic Engineering.** The City will provide, as appropriate, street names signs, traffic control devices, and other traffic system design improvements to the Property.

k. **Sanitation/Solid Waste Collection & Disposal.** The City does not directly provide municipal sanitation/solid waste collection and disposal services. However, the City has granted an exclusive franchise for these services to Progressive Waste Solutions of TX d/b/a Waste Connections of Texas, which will be notified of all newly-annexed parcels.

l. **Water Service.** The Property will be served by water service by the City of Lago Vista. Extension of services to serve the Property will be at the Owner's expense, at the time when they are requested.

m. **Sewer Service.** The Property will be served by wastewater service by the City of Lago Vista. Extension of services to serve the Property will be at the Owner's expense, at the time when they are requested.

n. **Miscellaneous.** All other applicable municipal services will be provided to the Property in accordance with policies established by the City.

It is understood and agreed that the City is not required to provide a service that is not included in this Agreement. The City departments listed above may change names or be re-organized by the City Manager. Any reference to a specific department also includes any subsequent City department that will provide the same or similar services.

5. **AUTHORITY.** City represents that they have full power, authority and legal right to execute, deliver and perform their obligations pursuant to this Plan.

6. **SEVERABILITY.** If any term or provision of this Plan is held to be illegal, invalid or unenforceable, the legality, validity or enforceability of the remaining terms or provisions of this Plan shall not be affected thereby, and in lieu of each such illegal, invalid or unenforceable term or provision, there shall be added automatically to this Plan a legal, valid or enforceable term or provision as similar as possible to the term or provision declared illegal, invalid, or unenforceable.

7. **INTERPRETATION.** The Parties to this covenant and agree that in any litigation relating to this Agreement, the terms and conditions of the Agreement will be interpreted according to the laws of the State of Texas. The Parties acknowledge that they are of equal bargaining power and that each of them was represented by legal counsel in the negotiation and drafting of this Agreement.

8. **GOVERNING LAW AND VENUE.** This Plan and all of the transactions contemplated herein shall be governed by and construed in accordance with the laws of the State of Texas. The provisions and obligations of this Plan are performable in Travis County, Texas such that exclusive venue for any action arising out of this Plan shall be in Travis County, Texas.

9. **NO WAIVER.** The failure of either Party to insist upon the performance of any term or provision of this Plan or to exercise any right granted hereunder shall not constitute a waiver of that Party's right to insist upon appropriate performance or to assert any such right on any future occasion.

10. **GOVERNMENTAL POWERS.** It is understood that by execution of this Plan, the City does not waive or surrender any of its governmental powers or immunities.

11. **COUNTERPARTS**. This Plan may be executed in any number of counterparts, each of which shall be deemed an original and constitute one and the same instrument.

12. **CAPTIONS**. The captions to the various clauses of this Plan are for informational purposes only and shall not alter the substance of the terms and conditions of this Plan.

13. **PLAN BINDS SUCCESSORS AND RUNS WITH THE LAND**. This Plan is binding on and inures to the benefit of the Parties, their successors, and assigns. The term of this Plan constitutes covenants running with the land comprising the Property and is binding on the Owner.

14. **ENTIRE PLAN.** It is understood and agreed that this Plan contains the entire agreement between the Parties and supersedes any and all prior agreements, arrangements or understandings between the Parties relating to the subject matter, except as may be set forth in the Development Agreement. No oral understandings, statements, promises or inducements contrary to the terms of this Plan exist. This Plan cannot be changed or terminated orally.

[The remainder of this page intentionally left blank.]

EXECUTED in multiple originals, and in full force and effect as of the Effective Date.

CITY:

City of Lago Vista, Texas a Texas home-rule municipal corporation

Attest:

By:_____
Name: Robin Smith
Title: City Secretary

By:_____
Name: Charles West
Title: City Manager

THE STATE OF TEXAS §

COUNTY OF TRAVIS §

This instrument was acknowledged before me on this_____day of_____, 2026, by Charles West, City Manager of the City of Lago Vista, Texas, a Texas home-rule municipal corporation, on behalf of said corporation.

(SEAL)

Notary Public, State of Texas

OWNER:

XXXX
(a Texas limited Liability Company)

By: XXXX
(a Texas limited liability company)

By:_____
Name: _____

Title: _____

THE STATE OF TEXAS §

COUNTY OF _____ §

This instrument was acknowledged before me on the _____ day of _____, 2026, by _____, _____ of 2026, a ., a Texas limited liability company, on behalf of said entities.

(SEAL) Notary Public, State of Texas

EXHIBIT A
PROPERTY

7301 Lohmans Ford Rd

Legend

7301 Lohmans Ford Rd

Lago Vista City Limits

City

ETJ

TCAD Parcels

N

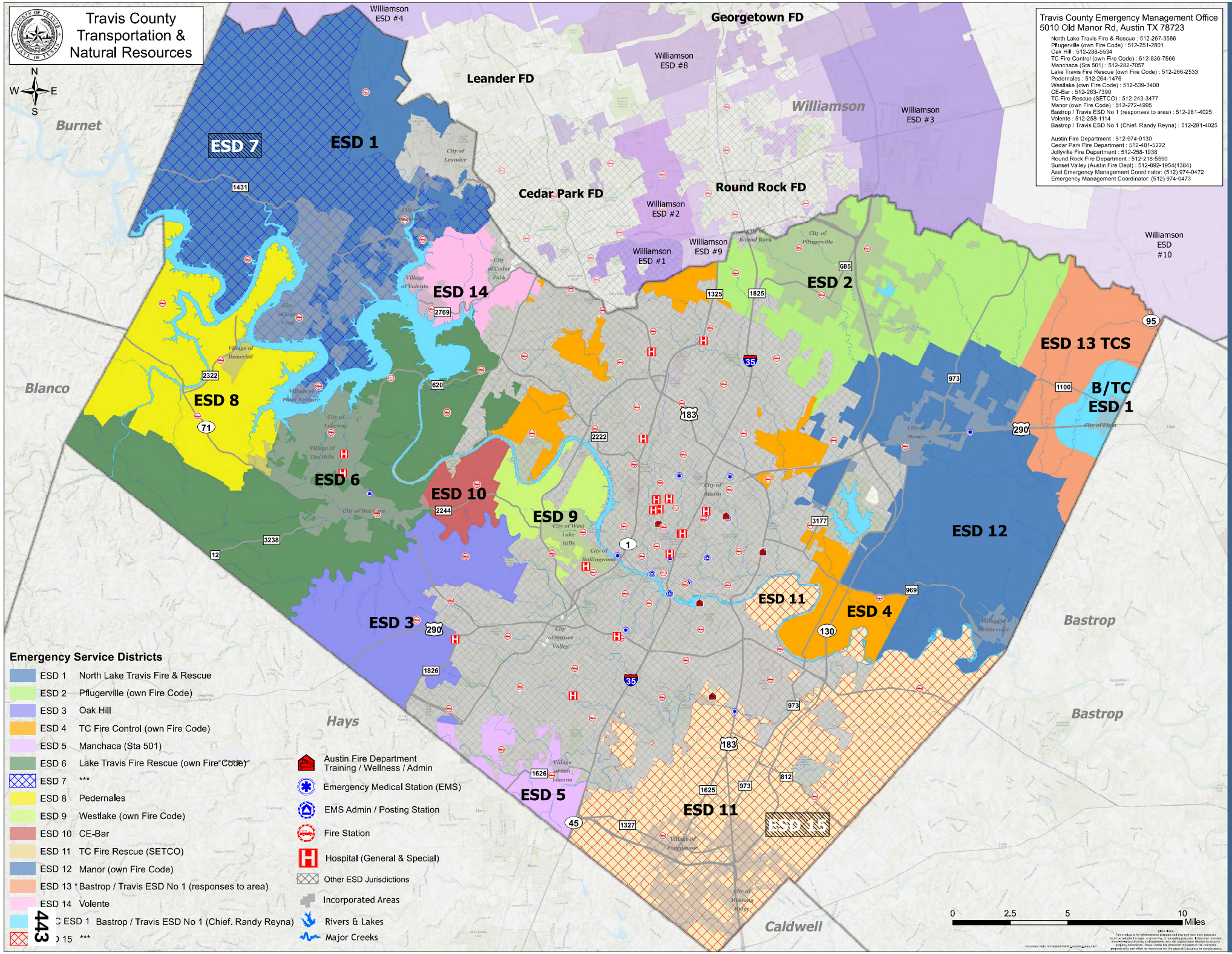
0 100 200 400

Feet

441

City of Austin, County of Williamson, Texas Parks & Wildlife, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA

EXHIBIT B
ESD SERVICE AREAS


Travis County
Transportation &
Natural Resources
N
W
E
S
Travis County Emergency Management Office
5010 Old Manor Rd, Austin TX 78723
North Lake Travis Fire & Rescue : 512-267-3586
Pflugerville (own Fire Code) : 512-251-2801
Oak Hill : 512-288-5534
TC Fire Control (own Fire Code) : 512-836-7566
Manchaca (Sta 501) : 512-282-7057
Lake Travis Fire Rescue (own Fire Code) : 512-266-2533
Pedernales : 512-264-1476
Westlake (own Fire Code) : 512-539-3400
CE-Bar : 512-263-7390
TC Fire Rescue (SETCO) : 512-243-3477
Manor (own Fire Code) : 512-272-4995
Bastrop / Travis ESD No 1 (responses to area) : 512-281-4025
Volente : 512-258-1114
Bastrop / Travis ESD No 1 (Chief. Randy Reyna) : 512-281-4025
Austin Fire Department : 512-974-0130
Cedar Park Fire Department : 512-401-5222
Jollyville Fire Department : 512-258-1038
Round Rock Fire Department : 512-218-5590
Sunset Valley (Austin Fire Dept) : 512-892-1954(1384)
Asst Emergency Management Coordinator: (512) 974-0472
Emergency Management Coordinator: (512) 974-0473
TRAVIS COUNTY EMERGENCY SERVICE DISTRICTS
Georgetown FD
Leander FD
Cedar Park FD
Round Rock FD
Williamson ESD #4
Williamson ESD #8
Williamson ESD #3
Williamson ESD #2
Williamson ESD #1
Williamson ESD #9
Williamson ESD #10
Williamson
Burnet
Blanco
Hays
Bastrop
Caldwell
ESD 1
ESD 2
ESD 3
ESD 4
ESD 5
ESD 6
ESD 7
ESD 8
ESD 9
ESD 10
ESD 11
ESD 12
ESD 13 TCS
ESD 14
B/TC ESD 1
Emergency Service Districts
ESD 1 North Lake Travis Fire & Rescue
ESD 2 Pflugerville (own Fire Code)
ESD 3 Oak Hill
ESD 4 TC Fire Control (own Fire Code)
ESD 5 Manchaca (Sta 501)
ESD 6 Lake Travis Fire Rescue (own Fire Code)
ESD 7 ***
ESD 8 Pedernales
ESD 9 Westlake (own Fire Code)
ESD 10 CE-Bar
ESD 11 TC Fire Rescue (SETCO)
ESD 12 Manor (own Fire Code)
ESD 13 * Bastrop / Travis ESD No 1 (responses to area)
ESD 14 Volente
ESD 1 Bastrop / Travis ESD No 1 (Chief. Randy Reyna)
*** 15
Austin Fire Department
Training / Wellness / Admin
Emergency Medical Station (EMS)
EMS Admin / Posting Station
Fire Station
Hospital (General & Special)
Other ESD Jurisdictions
Incorporated Areas
Rivers & Lakes
Major Creeks
0 2.5 5 10 Miles
443

AGENDA ITEM NO. VIII.4

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Councilor Saum, City Council

SUBJECT: Discussion and possible referral to the Planning and Zoning Commission to ensure any and all zoning provision are in compliance with HB 2844 Relating to the regulation of food service establishments, including retail food stores and mobile food vendors; requiring an occupational license; imposing fees; authorizing an administrative penalty.

RECOMMENDATION: To ensure compliance and reduce legal risk, I propose that Council consider:

1. Amendments to Chapter 4 (Business Regulations)

o Remove or revise provisions treating mobile food units as short-term peddlers

o Eliminate the current 4-month permit duration limit

o Align permitting structure with state law requirements

2. Direction to initiate amendments to Chapter 14 (Zoning Ordinance)

o Define “Mobile Food Unit” as a land use

o Incorporate into the zoning use table

o Establish appropriate location-based standards

Timing Consideration

While HB 2844 becomes effective July 1, bringing this forward on May 7 will allow sufficient time for:

- Legal review by the City Attorney
- Planning & Zoning Commission consideration (for zoning-related changes)
- Proper public notice and implementation planning

This approach allows the City to proactively comply with state law while maintaining reasonable local control through zoning and operational standards.

AGENDA ITEM NO. VIII.5

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Councilor Benefield, City Council

SUBJECT: Consideration and possible action to establish a Citizen Recognition Subcommittee for the purpose of selecting and recognizing a Citizen of the Month, Citizen of the Year, and other community members as appropriate.

BACKGROUND: The City of Lago Vista is fortunate to have many residents, volunteers, business owners, civic leaders, and community members who regularly contribute their time, energy, and resources to improve the quality of life in our community.

To help formally recognize these contributions, this item proposes the creation of a Citizen Recognition Subcommittee. The purpose of the subcommittee will be to identify and recognize individuals who demonstrate exceptional service, volunteerism, leadership, character, or meaningful contributions to the City of Lago Vista and the greater community.

The proposed subcommittee would include:

- Allison Sargent, Executive Director of the Chamber of Commerce;
- Council Member Adam Benefield;
- Council Member Amanda Chavarria;
- One City employee; and
- One citizen representative.

The subcommittee would meet as needed to review potential nominees and select one individual each month to be recognized as Citizen of the Month. The selected individual would be presented with a certificate during a regular City Council meeting.

In addition, the subcommittee would annually select a Citizen of the Year, who would be recognized during the City's State of the City Address by the subcommittee members and members of City Council.

RECOMMENDATION: Consideration and possible action to establish a Citizen Recognition Subcommittee consisting of
Chamber of Commerce Executive Director Allison Sargent, Council Member Adam Benefield,
Council Member Amanda Chavarria, one City employee, and one citizen representative for the
purpose of recognizing outstanding members of the Lago Vista community.

AGENDA ITEM NO. VIII.6

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Charles West, City Manager

SUBJECT: Consideration and possible action to approve Ordinance No. 26-05-07-01; adopting the 2024 International Property Maintenance Code.

RECOMMENDATION: Adopt Ordinance No. 26-05-07-01.

ATTACHMENTS:
Ord. No. 26-05-07-01 Adopting 2024 IPMC.pdf

ORDINANCE NO. 26-05-07-01

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, ADOPTING THE 2024 INTERNATIONAL PROPERTY MAINTENANCE CODE; AMENDING SECTION 3.1202 OF CHAPTER 3 OF THE LAGO VISTA CODE OF ORDINANCES; PROVIDING THAT IN THE EVENT OF ANY CONFLICT BETWEEN THE 2024 INTERNATIONAL PROPERTY MAINTENANCE CODE AND THE EXISTING PROVISIONS OF THE LAGO VISTA CODE OF ORDINANCES, THE 2024 INTERNATIONAL PROPERTY MAINTENANCE CODE SHALL CONTROL AND PREVAIL EXCEPT WHERE HIGHER STANDARDS IN EXISTING CITY CODE APPLY; PROVIDING A SAVINGS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR PUBLICATION; AND PROVIDING FOR RELATED MATTERS.

WHEREAS, the City of Lago Vista, Texas is a Home Rule City; and

WHEREAS, the City Council of the City of Lago Vista has previously established provisions within Section 3.1202 of Chapter 3 of the Lago Vista Code of Ordinances that adopt various standard building codes; and

WHEREAS, the International Code Council has published the 2024 edition of the International Property Maintenance Code, which establishes minimum maintenance standards for existing residential and nonresidential structures and premises, including standards relating to structural components, mechanical and electrical systems, sanitation, light and ventilation, and occupancy; and

WHEREAS, the adoption of the 2024 International Property Maintenance Code will promote the health, safety, and welfare of the residents of the City of Lago Vista by ensuring that existing buildings, structures, and premises are maintained in a safe and sanitary condition; and

WHEREAS, the City Council of the City of Lago Vista desires to adopt the 2024 International Property Maintenance Code and to amend Section 3.1202 of Chapter 3 of the Lago Vista Code of Ordinances to reflect such adoption; and

WHEREAS, the City Council further desires to provide that, in the event of any conflict between the provisions of the 2024 International Property Maintenance Code and any existing provision of the Lago Vista Code of Ordinances, the 2024 International Property Maintenance Code shall control and prevail to the extent of such conflict.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

SECTION 1. FINDINGS. All of the above and foregoing recitals are hereby found to be true and correct legislative findings of the City and are incorporated herein as findings of fact.

SECTION 2. ADOPTION OF THE 2024 INTERNATIONAL PROPERTY MAINTENANCE CODE.

The City Council of the City of Lago Vista, Texas, hereby adopts the 2024 International Property Maintenance Code, published by the International Code Council. The City modifies Section 302.4 by inserting twelve inches (12”), excludes Appendix B (Board of Appeals), and adopts all other appendices. as the property maintenance code for the City of Lago Vista. The 2024 International Property Maintenance Code is hereby incorporated by reference as fully as if set out at length herein and shall be made available for public inspection and copying in the Office of the City Secretary of the City of Lago Vista.

SECTION 3. AMENDMENT TO SECTION 3.1202 OF CHAPTER 3, LAGO VISTA CODE OF ORDINANCES.

Section 3.1202 of Chapter 3 of the Lago Vista Code of Ordinances is hereby amended to update or replace all prior references to any previous edition of the International Property Maintenance Code, if applicable, with the 2024 International Property Maintenance Code, published by the International Code Council. All provisions of Section 3.1202 of Chapter 3 that are not inconsistent with this Ordinance shall remain in full force and effect.

SECTION 4. CONFLICT WITH EXISTING ORDINANCES; 2024 INTERNATIONAL PROPERTY MAINTENANCE CODE TO PREVAIL.

The 2024 International Property Maintenance Code, as adopted by this Ordinance, shall constitute the primary property maintenance standard for the City of Lago Vista. In the event of any conflict or inconsistency between any provision of the 2024 International Property Maintenance Code and any existing provision of the Lago Vista Code of Ordinances (excluding any provision of the Lago Vista Code of Ordinances that expressly establishes a higher or more restrictive standard than that set forth in the 2024 International Property Maintenance Code), the provision of the 2024 International Property Maintenance Code shall control and prevail. Provisions of the Lago Vista Code of Ordinances that establish standards that are higher or more restrictive than those contained in the 2024 International Property Maintenance Code shall remain in full force and effect and shall not be deemed in conflict with the 2024 International Property Maintenance Code for purposes of this Section.

Nothing in this Ordinance shall be construed to repeal, supersede, or otherwise affect any provision of the Lago Vista Code of Ordinances that: (a) pertains to zoning, land use, or development standards; (b) pertains to nuisance regulations not related to the maintenance of structures or premises; (c) is required by state or federal law; or (d) the City Council has expressly determined shall take precedence over the 2024 International Property Maintenance Code.

SECTION 5. SAVINGS CLAUSE. All ordinances, orders, or resolutions heretofore passed and adopted by the City Council of the City of Lago Vista, Texas, that are not in conflict with the 2024 International Property Maintenance Code as adopted herein are hereby preserved and shall continue in full force and effect. Nothing herein shall be construed to affect any pending enforcement action, litigation, or other proceeding initiated under the prior edition of the International Property Maintenance Code or any other provision of the Lago Vista Code of Ordinances prior to the effective date of this Ordinance.

SECTION 6. SEVERABILITY CLAUSE. If any section, subsection, article, paragraph, sentence, clause, phrase, or word of this Ordinance is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such holding shall not affect the validity of the remaining

portions of this Ordinance, and the City Council hereby declares it would have passed such remaining portions of this Ordinance despite such invalidity, which remaining portions shall remain in full force and effect.

SECTION 7. COPIES ON FILE. At least one (1) copy of the 2024 International Property Maintenance Code, as adopted herein, shall be filed in the Office of the City Secretary of the City of Lago Vista and shall be made available for public inspection during normal business hours. The City Secretary is hereby directed to maintain such copies for as long as the 2024 International Property Maintenance Code remains in effect.

SECTION 8. EFFECTIVE DATE AND PUBLICATION. This Ordinance shall take effect immediately upon its passage and publication in accordance with the provisions of the Texas Local Government Code. The City Secretary is hereby directed to cause this Ordinance to be published in the official newspaper of the City of Lago Vista, or as otherwise authorized by law, as soon as practicable following its adoption.

SECTION 9. OPEN MEETINGS. It is hereby officially found and determined that the meeting at which this Ordinance is passed was open to the public as required by law and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551 of the Texas Government Code.

AND, IT IS SO ORDERED.

PASSED AND APPROVED this 7th day of May 2026.

_____

Shane Saum
Mayor, City of Lago Vista, Texas

ATTEST:

_____

Robin Smith
City Secretary, City of Lago Vista, Texas

APPROVED AS TO FORM:

_____

Bradford Bullock
City Attorney, City of Lago Vista, Texas

AGENDA ITEM NO. VIII.7

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Jordan Strohmeyer, Development Services

SUBJECT: Consideration and possible action on Ordinance No. 26-05-07-02 Of The City Of Lago Vista, Texas, Amending Chapter 3 Of The Code Of Ordinances, Including Article 3.100, Section 3.106 ("Building And Fire Codes") And Section 3.110 ("Permits And Approvals"); Adopting The 2021 International Pool Code; Establishing Amended Permit Expiration, Extension, And Renewal Procedures And Related Fees; Providing Findings Of Fact; Providing A Savings Clause; Providing A Severability Clause; Providing A Repealer Clause; Providing An Effective Date; Providing A Projects In Transition Clause; Providing For Codification And Publication; And Providing An Open Meetings Clause.

BACKGROUND:

The Building and Standards Commission initiated amendments to Chapter 3 of the Code of Ordinances related to permit expiration and extension procedures and forwarded a recommendation to City Council for consideration. The proposed amendments establish a clearer framework for permit extensions, including defined timelines and renewal procedures intended to improve administrative consistency and predictability for both applicants and staff.

As part of the ordinance preparation process, staff also incorporated adoption of the 2021 International Pool Code to align the City's building regulations with currently recognized model code standards and to address minor code maintenance updates within Section 3.106. In addition, the ordinance establishes a permit renewal fee associated with extension requests. The proposed fee structure reflects the administrative effort required to evaluate extension requests and implement updated permit tracking procedures, consistent with Council direction to review extension practices and associated processing costs.

The proposed ordinance amends Sections 3.106 and 3.110 of Chapter 3 and does not modify other development regulations.

FINDINGS:

The proposed amendments to Chapter 3 are administrative in nature and are intended to improve clarity, consistency, and enforceability of permit expiration and extension procedures.

The Building and Standards Commission reviewed permit extension provisions and forwarded a recommendation to City Council to establish a clearer framework for permit renewals and associated timelines. The proposed ordinance implements those recommendations.

Adoption of the 2021 International Pool Code aligns the City's regulations with current model code standards and supports consistent application of construction requirements related to pools and associated safety features.

The proposed permit renewal fee establishes a predictable and uniform structure for extension requests and reflects the administrative effort required to process renewals and maintain permit activity tracking.

Staff finds the proposed amendments support improved administration of the City's permitting process and are consistent with the City's adopted regulatory framework and standard code maintenance practices.

RECOMMENDATION:

City Council may take one of the following actions regarding the proposed amendments to Chapter 3 of the Code of Ordinances:

1. Approve the Ordinance as Presented
Approve amendments to Section 3.106 and Section 3.110, including adoption of the 2021 International Pool Code and revised permit expiration and extension procedures.

2. Approve the Ordinance with Modifications
Approve the ordinance with revisions as directed by City Council.

3. Table the Item
Postpone consideration of the ordinance to a future meeting.

4. Deny the Ordinance
Deny the proposed amendments and maintain the existing regulations.

ATTACHMENTS:
Chapter 3-Redline.pdf
BSC Section 3.110 Subcomm.docx
Ord. No. 26-05-07-02-Amending Ch 3.pdf

ARTICLE 3.100 BUILDING CODES AND CONSTRUCTION REQUIREMENTS*

Sec 3.101 Short Title

This article shall be known as and may be cited as the building code of the city.

Sec 3.102 Purpose

This article provides minimum standards to preserve and promote the health, safety, property and general welfare of the people by regulating and controlling the design, aesthetics, construction, quality of materials, surface water, use and occupancy, location and maintenance of all buildings and structures within the city, including certain electrical, plumbing and mechanical equipment specifically regulated herein.

Sec 3.103 Scope and Conflict

(a) Scope. The provisions of this article shall apply to the erection, construction, enlargement, alteration, major repair, residing, moving, improving, converting, using or occupying any building or structure in the city. This article also provides requirements for site preparation, blasting, surface water control and other related construction matters. This article recognizes, adopts and may provide for all applicable building codes.

(b) Other Requirements. Additional and related local ordinance requirements include, but are not limited to, the provisions within Chapter 3.5, Chapter 10, Chapter 11, Chapter 13, Chapter 14, and the Technical Construction Standard Specifications (TCSS) adopted as Ordinance Number 19-02-21-02 as amended. The TCSS is incorporated by reference herein and shall be deemed to have the same force and effect as if set forth in full herein.

(c) Conflict. Where, in any specific case, this article conflicts with the codes adopted by reference, such as the International Building Code, this article will govern, except as required by state law. Conflicts between this article and other ordinances of the City of Lago Vista shall be interpreted so that the more restrictive requirement shall prevail, and if the standards or procedures in this article are different from any other ordinance, the conflict shall be resolved by the City Manager or their designee.

(Ordinance 09-11-05-01 adopted 11/5/09; Ord. 22-07-07-04 on 7/7/2022)

***State law references—**International Residential Code adopted as a municipal residential building code, V.T.C.A., Local Government Code, sec. 214.212; building and residential codes, V.T.C.A., Local Government Code, sec. 214.211 et seq.; National Electrical Code adopted as the municipal residential electrical code, V.T.C.A., Local Government Code, sec. 214.214; adoption of rehabilitation codes or provisions, V.T.C.A., Local Government Code, sec. 214.215; International Building Code adopted as municipal commercial building code, V.T.C.A., Local Government Code, sec. 214.216; adoption of building energy efficiency performance standards, V.T.C.A., Health and Safety Code, sec. 388.003; adoption of plumbing codes and amendment of codes by municipality, V.T.C.A., Occupations Code, sec. 1301.255(d), Authority of city to establish fire regulations, V.T.C.A., Local Government Code, sec. 342.003.

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Sec 3.104 Definitions

Definitions not supplied herein shall be obtained from adopted editions of the International Building Code, International Mechanical Code, International Plumbing Code, National Electrical Code, International Property Maintenance Code, International Fuel Gas Code, International Energy Conservation Code, the International Fire Code and Webster's Third New International Dictionary of the English language, unabridged.

Alterations. Any change, addition or modification in construction, any change in the structural members of the building, such as exterior walls, columns, beams or girders, the consummated act of which may be referred to herein as "altered" or "reconstructed."

Antenna Support Structures.

(a) *Monopole Antenna Structure*. A self-supporting, pole-type structure with no guy wire support, tapering from base to top and so designed to support fixtures which hold one or more antennas and related equipment for wireless telecommunication transmission.

(b) *Lattice Antenna Structure*. A steel lattice, self-supporting structure with no guy wire support, so designed to support fixtures which hold one or more antennas and related equipment for wireless communication transmission.

(c) *Guyed Lattice Antenna Structure*. A steel lattice, guy wire supported structure, so designed to support fixtures which hold one or more antennas and related equipment for wireless communication transmission.

Apprentice Electrician. A person undertaking the learning of the electrical trade and doing electrical work under the direct, constant personal supervision and control of either a licensed master electrician or a journeyman electrician and who has been properly licensed by the state department of licensing and regulation.

Building. Any structure either temporary or permanent, having a roof or other covering and designed or used for the shelter or enclosure of any person, animal, or property of any kind, including, but not limited to, tents, awnings or vehicles situated on private property and used for the purpose of a building.

Building Height. See Section 2.10 of Chapter 14.

Building or Other Independent Support Structures. Buildings or other structures such as water towers, church steeples, utility poles and other creative locations.

Certificate of Occupancy. A certificate granting inhabitation of a structure issued by the city upon the satisfactory completion of all city ordinances, policies and regulations.

City. The word city as used in this article shall refer to the City of Lago Vista.

City Engineer. A person or entity so qualified according to state regulations to provide the required services.

Container Homes. Also known as "shipping container homes," are a type of dwelling made out of steel shipping containers that are typically used to transport goods on trucks, trains, and ships. These containers are repurposed and modified to create livable spaces.

Dwelling. Any building which contains one or more "dwelling units" or "guest rooms" used, intended or designed to be built, used, rented, leased, let or hired out to be occupied, or which are occupied for living purposes.

Dwelling Unit. A single unit providing complete, independent living facilities for one or more persons including permanent provisions for living, sleeping, eating, cooking, and sanitation.

Electrical Wiring and Apparatus. All materials, devices, machinery, appliances, appurtenances or conductors used in connection with the production of electric lights, heat or power or the transmission of electrical signals.

Erosion. The process by which the ground surface is worn away by the action of wind and/or water and material therefrom is carried, or is likely to be carried, across any property line in significant quantities.

Excavation. Any breaking of ground on the site by mechanical means, but does not include operations in securing survey or geological data including necessary borings to ascertain subsurface conditions for foundations and septic systems.

Floor Area and Living Area. See Chapter 14.

Grading. Any act by which soil, rock, or mineral matter is cut into, dug, uncovered, removed, displaced or relocated; and includes the removal of vegetation, excavation and land balancing.

Graywater System. A graywater sewage system may consist only of wastewater from showers, tubs, lavatories, clothes washer, the nongarbage disposal side of a two-compartment sink and from a bar sink.

Impervious Cover. Any structure or surface not permitting the absorption of water.

Industrialized Building. A commercial structure that:

(a) Is constructed in one or more modules or constructed using one or more modular components built at a location other than the commercial site;

(b) Is designed to be used as a commercial building when the module or the modular components are transported to the commercial site and erected or installed;

(c) Includes the structure's plumbing, heating, air conditioning, and electrical systems; and

(d) Includes a permanent commercial structure and a commercial structure designed to be transported from one commercial site to another commercial site but does not include a commercial building or structure that is:

(1) Installed in a manner other than on a permanent foundation; and

(2) Either:

(A) Not open to the public; or

(B) Less than 1,500 square feet in total area and used other than as a school or a place of religious worship.

Industrialized Housing.

(a) A residential structure that is:

(1) Designed for the occupancy of one or more families;

(2) Constructed in one or more modules or constructed using one or more modular components built at a location other than the permanent site, including modular components constructed of shipping containers; and,

(3) Designed to be used as a permanent residential structure when the module or modular component is transported to the permanent site and erected or installed on an engineered permanent foundation system.

(b) Industrialized housing includes the structure's plumbing, heating, air conditioning, and electrical systems.

(c) Industrialized Housing does not include:

(1) Housing constructed of a sectional or panelized system that does not use a modular component; or

(2) A ready-built home constructed in a manner in which the entire living area is contained in a single unit or section at a temporary location for the purpose of selling and moving the home to another location.

(d) Only housing designed as single-family housing, duplexes, townhouses, or apartments are considered industrialized housing. Residential occupancies such as dormitories and motels or hotels would be considered industrialized buildings, not industrialized housing.

Journeyman Electrician. Except as otherwise provided, a person undertaking electrical work under the supervision, direction and control of a licensed master electrician and who has been properly licensed by the state department of licensing and regulations. The term "journeyman electrician," however, shall not include an apprentice electrician, and nothing in this article shall be construed as prohibiting an apprentice electrician from doing electrical work under the direct, constant, personal supervision and control of either a licensed master or journeyman electrician.

Manufactured Home. Prefabricated housing products which are typically manufactured or assembled at a location other than the end user's permanent site, and which are regulated by the Texas Manufactured Housing Standards Act. For the purposes of this Ordinance there are two types of manufactured homes.

(a) *HUD-Code Manufactured Home*.

(1) A HUD-Code Manufactured Home refers to a structure that is:

(A) Constructed on or after June 15, 1976, according to the rules of the US Department of Housing and Urban Development;

(B) Built on a permanent chassis;

(C) Designed to use as a dwelling with or without a permanent foundation when the structure is connected to the required utilities;

(D) Transportable in one or more sections; and

(E) In the traveling mode, at least eight body feet in width or at least 40 body feet in length or, when erected on site, at least 320 square feet in area.

(2) Includes the plumbing, heating, air conditioning and electrical systems of the home, and

(3) Each unit is identified by the presence of a HUD Plate/Compliance Certificate label.

(b) *Mobile Home*.

(1) A Mobile Home refers to a structure that is:

(A) Constructed before June 15, 1976;

(B) Built on a permanent chassis;

(C) Designed to use as a dwelling with or without a permanent foundation when the structure is connected to the required utilities;

(D) Transportable in one or more sections; and

(E) In the traveling mode, at least eight body feet in width or at least 40 body feet in length or, when erected on site, at least 320 square feet in area.

(2) Includes the plumbing, heating, air conditioning and electrical systems of the home.

Master Electrician. A person skilled in the planning, supervision, installation, alteration or changing of electric wiring and apparatus and familiar with the rules, laws and regulations governing such and who has been licensed by the state department of licensing and regulations.

Modular Building. See Industrialized Building.

Modular Home. See Industrialized Housing.

Multifamily. Any development having more than two residential dwelling units on a single lot.

Person. An individual, proprietorship, partnership, joint venture, private or public corporation, association, firm, public service company, cooperative, political subdivision, municipal corporation, government agency, public utility district, or any other entity, public or private, however organized.

Repair. The reconstruction, renovation or renewal of any part of an existing building for the purpose of its maintenance. Such term shall not apply to any change in construction, alteration, or addition to a building other than for the purpose of reconstruction, renovation or renewal.

Retaining Wall. A structure that is constructed between lands of different elevations to stabilize the surfaces, prevent erosion, and/or protect structures. Retaining walls not taller than 18 inches may also be used to identify property lines, driveways, etc. Retaining walls taller than 18 inches above the material being retained shall be considered regulated by the zoning ordinance as that ordinance addresses fences.

Seal. A device or insignia issued by the state or federal government to be affixed to manufactured homes and mobile homes to indicate compliance with the standards, rules, and regulations established by the state or the U.S. Department of Housing and Urban Development. The term also applies to any device or insignia issued by the Texas Industrialized Building Code Council relating to industrialized buildings, including modular homes. Any state seal shall remain the property of the state.

Site Preparation. Any clearing of trees and other vegetation and/or disturbing or grading the land with equipment such as "bobcats," bulldozers, backhoes and graders. This definition does not include normal lot maintenance such as mowing, trimming and pruning. Also, this definition does not include efforts necessary for securing survey or geological data including necessary borings to ascertain subsurface conditions and percolation rates for planned septic fields.

Structure. Anything constructed or erected which requires location on the ground or is attached to anything having a location on or in the ground that is of a permanent nature and such is constructed; or an erected object that is positioned on private property or in a street right-of-way of the city posing a danger or threat to the safety and/or welfare of the public. See also Section 2.10 of Chapter 14.

Swimming Pool. A body of water in an artificial or semi-artificial receptacle, structure or container located outdoors, either above ground or below ground, that contains water over 24 inches in depth, used or intended to be used for public, semipublic, or private swimming, and includes swimming pools used or intended to be used solely by the owner or others without payment of any fee.

Unmanned Equipment Building. An accessory building housing electronic and communication equipment as an associated and permitted part of a wireless communication system.

Wireless Communication System. Antennae and antenna support structures for mobile and land based telecommunications facilities including, but not limited to, whip antennas, panel antennas, microwave dishes and receive-only satellite dishes, cell enhancers and related equipment for wireless transmission from a sender to one or more receivers, such as for mobile cellular telephones, mobile radio systems facilities, commercial mobile radio service and radio or television (commercial only) broadcasting towers and transmitting stations. This definition is inclusive of the placement of the above referenced equipment on a monopole tower, guyed steel lattice tower and any communication tower which does or does not utilize guy wire support in addition to existing buildings or other independent support structures. This system shall also allow as one of its components an unmanned equipment shelter. See Section 19 of Chapter 14.

Zoning Districts. The zoning districts provided for in the city's zoning ordinance. See Chapter 14. (Ordinance 09-11-05-01 adopted 11/5/09; Ordinance O-31-14 adopted 12/18/14; Ord. 18-12-06-03 on 12/6/2018; Ord. 23-08-03-02 on 8/3/2023; Ord. 24-05-16-03 on 5/16/2024; Ord. 24-08-01-04 on 8/1/2024)

Sec 3.105 Administration

This section prescribes the administration of this article.

(a) City Manager. The city manager, or his/her designee, is hereby authorized and directed to enforce this article except where other specific guidance is provided herein. The city

manager, or his/her designee, will review and approve or disapprove applications for various permits, issue building permits and will also perform inspections of new construction prior to issuing a certificate of occupancy.

(b) Reports and Records. The city manager, or his/her designee, shall submit monthly activity reports, and an annual summary report to the city council by November 1 of each year, indicating the number of permits issued for single-family, duplex, multifamily, commercial, mobile home and industrial development. The city manager, or his/her designee, shall keep permanent, accurate account of all fees and other monies collected.

(c) Right to Entry. The following regulations shall regulate the right of city officials to enter buildings or property:

(1) Whenever necessary to make an inspection to enforce any of the provisions of this article, or whenever the city has reasonable cause to believe that there exists in any building or upon any premises any condition in violation of this article, the city manager or his/her designee may enter such building or premises at all reasonable times to inspect the same or to perform any duty imposed upon the city manager or his/her designee(s) by this article; provided that if such building or premises be occupied by the owner or other persons having charge or control of the building or premises cannot be located after reasonable effort or if the entry request is refused, the city council shall bring recourse to every remedy provided by law to secure such entry.

(2) It is expressly provided, however, that nothing in this subsection shall authorize any representative of the city to trespass on real property except in the exercise of entry rights accorded by, and pursuant to procedures required by, the state and federal constitutions for public inspectors of building safety.

(3) Should an owner or occupant or any other person having charge, care and control of any building or premises refuse, after proper request is made as herein provided, to promptly permit entry therein by the city or inspection agent for the purpose of inspection and examination pursuant to this article, he shall be in violation of this subsection.

(d) Stop Work Orders. Whenever any building work is being done contrary to the provisions of this article, the city may order the work stopped by notice in writing served on any person engaged in the doing or causing such work to be done and the city shall post a stop work order on the property adjacent to the posted building permit, or attached to said building and any such persons shall forthwith stop such work until authorized by the city to proceed with the work. Any person who fails to comply with a stop work order shall be guilty of a misdemeanor punishable as set forth in Section 3.126.

(e) Occupancy Violation. Whenever any structure is being used contrary to the provisions of this article, the city may order such use discontinued and the structure, or portion thereof, shall be vacated by notice served on any person causing such use to be continued. Such person shall discontinue to use within ten (10) days after receipt of such notice or make

the structure, or portion thereof, comply with the requirements of this article; provided however, that in the event of an unsafe building, Article 3.1200 of this chapter shall apply.

(f) Liability. Any person charged with the enforcement of this article for the city, acting in good faith and without malice in the discharge of his duties, shall not be liable personally and he/she is relieved from all personal liability for any damage that may accrue to persons or property as a result of any act required or by reason of any act or omission in the lawful discharge of official duties. Any suit brought against such person because of any act or omission in the performance of official duties shall be defended by the city attorney until final termination of the proceeding.

(g) Permit Application.

(1) The city shall receive all applications for building, site development and utility development permits for the city. The city manager or his/her designee(s) may confer with applicants to advise them on city ordinances, regulations and procedures applicable to their request. When all requirements are met, the applicants' building plans shall be submitted for approval in accordance with Section 3.110.

(2) The city manager or his designee shall have final approval authority for all building permits within the city. If the city denies the application, the applicant may appeal to the building and standards commission in accordance with Section 3.125.

(Ordinance 09-11-05-01 adopted 11/5/09; Ordinance 13-03-07-02, Sec 1, adopted 3/7/13; Ord. 19-01-03-01 on 1/3/2019)

Sec 3.106 Building and Fire Codes

This section contains the building code for the city. The 2021 International Building Code, the 2021 International Residential Code, the 2021 International Fire Code, the 2021 Existing Building Code, the 2021 Internation Pool Code, and the 2021 National Fire Protection Association's Life Safety Code (NFPA 101) are hereby adopted and made part of this article with the following requirements, amendments, and clarifica-tions:

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(a) Excluded Appendices. All appendices of the above referenced building codes are hereby adopted except for the following which are excluded in their entirety:

(1) Appendix A "Employee Qualifications," Appendix B "Board of Appeals," Appendix D "Fire Districts," Appendix H "Signs," Appendix J "Grading," and Appendix K "Administrative Provisions" of the 2021 International Building Code;

(2) Appendix L "Permit Fees" of the 2021 International Residential Code; and

(3) Appendix A "Board of Appeals" of the 2021 International Fire Code.

(b) Excluded Provisions. All provisions of the above referenced building codes are hereby adopted except for the following sections of the 2021 International Residential Code which are excluded in their entirety:

(1) Section R105.2 Work Exempt from Permit (Chapter 1 Scope and Administration, Section R105 Permits);

(2) Section R313.2 One and two family dwelling automatic fire systems (Chapter 3 Building Planning, Section R313 Automatic Fire Sprinkler Systems); and

(3) Section P2503.8.2 Testing (Chapter 25 Plumbing Administration; Section P2503 Inspection and Tests).

(c) Exterior. No building or structure shall be placed or maintained on any lot in the city with outside walls which are not finished with a protected coating or covering sufficient to protect said building or structure from deterioration and the action of the elements. The exterior of all residential and nonresidential structures shall be as provided elsewhere in Chapter 3 herein.

(d) Building Materials and Construction Equipment. Except during construction, no building materials or construction equipment of any kind shall be placed or stored upon any lot; and then such material shall be placed within the property lines of the lot on which the improvements are to be made unless there is on file in the city office a letter for permission from the adjoining lot owner authorizing temporary use of such lot. Such a letter is also required where an adjoining lot is used for ingress/egress by vehicles and/or equipment.

(e) Address. All principal buildings shall have address numbers at least four inches (4") tall displayed in a prominent place on the front of such building or on a sign in the building's front yard, and able to be clearly seen from a street adjoining the property on which the building is located to identify the address to police, emergency medical service and firefighting personnel.

(Ord. 18-11-01-02 on 11/1/2018; Ord. 19-01-03-01 on 1/3/2019; Ord. 23-04-06-02 on 4/6/2023; Ord. 24-01-04-05 on 1/4/2024)

Sec 3.107 Plumbing Code

(a) This section contains the plumbing code for the city.

(1) The purpose and intent of this section is to regulate the construction, erection, and enlargement, alteration or repair of all fittings, fixtures, etc., used for conduction of water and wastewater in, on, or about any premises.

(2) The 2021 International Plumbing Code, and the 2021 International Private Sewage Disposal Code, including all appendices, except Appendix A "Plumbing Permit Fee Schedule" of the 2021 International Plumbing Code, are hereby adopted as part of this article, except as amended by this section.

(3) All connections to the city's water supply system shall meet the requirements of the city's ordinance for the control of backflow and cross connections, as amended from time to time. Required testing of all systems or devices shall be documented on a form approved by the city.

(4) Effective, March 1, 2013, all new structures utilized for human habitation or occupancy that are not utilizing a water well at the time of permitting shall connect to a city water supply if such supply is within 300 feet as measured within street ROW or a utility

easement from the water supply to the nearest property line on which the structure is to be located. Afterwards, the use of any other water supply source, except for non-domestic use of harvested rainwater, shall be prohibited for any purpose.

(5) Once a structure is occupied for human habitation and is connected to a city water supply, it shall not be disconnected.

(b) Amendments to the 2021 International Plumbing Code. The following provisions shall be included as cumulative and additional local requirements.

(1) All exterior cleanout caps installed at grade in both commercial and residential applications shall be of the threaded type (Chapter 7 Sanitary Drainage, Section 708.1.6 Cleanout plugs).

(2) Grinder pumps shall be in accordance with the city standard drawings for grinder pumps (Chapter 7 Sanitary Drainage, Section 712.4 Sewage pumps and sewage ejectors).

(3) Public water supply shall be determined to be available if the city water supply is within 300 feet as measured within a street ROW or a utility easement from the water supply to the nearest property line on which the structure is to be located (Chapter 6 Water Supply and Distribution, Section 602.3 Individual water supply).

(Ord. 18-11-01-02 on 11/1/2018; Ord. 24-01-04-05 on 1/4/2024)

Sec 3.108 Electrical Code

This section contains the electrical code for the city.

(a) The 2023 National Electrical Code (NFPA 70) including all appendices is hereby adopted as part of this article, except as specifically amended in this section.

(b) No aluminum wiring shall be used within any structure. Aluminum wire may be used outside a building for service, provided it is one size larger than the required size for copper.

(c) All wiring and all electrical work within the city shall be performed by a person holding a license issued from the state department of licensing and regulations and shall be registered with the city.

Exception: A homeowner performing electrical work on his residence, and having ownership thereof, and after obtaining a homeowner's permit from the city, and paying all permit fees, may do his own work.

(d) No wire smaller than #12 copper shall be used.

Exception: #14 copper may be used above the switch leg to feed a maximum of 3 lights.

(e) A maximum of 12 outlets shall be allowed on a #12 wiring circuit.

(f) All wiring installed in air-ventilation ducts shall be plenum rated.

(g) Kitchen islands and peninsulas shall have outlets spaced a maximum of four (4) feet apart measured along the length of the countertop.

(h) All buildings where wiring is installed shall have an outside main disconnect readily accessible to the fire department. All commercial buildings and multifamily dwellings shall have the building address and suite or apartment number permanently marked on each disconnect.

(i) All wiring rated at 120 volts or more and all secondary, device-control wiring installed in commercial buildings shall be in conduit. All wiring installed in plenums shall be installed in metallic, flexible metal, or high-density polyethylene conduit.

(j) Application for Permit. The application for a permit required in this subsection shall describe the work to be done and shall be made in writing by a person holding the proper electrician's license. The permit when issued shall be issued to such applicant to cover such work as described and detailed. Any changes or additions must be covered by additional permits at the time changes are made. The application shall be accompanied by such plans, specifications and schedules as may be necessary to determine whether or not the installation as described will be in conformity with the requirements of this article.

(k) Submitting Plans and Specifications; Criteria for Issuance of Permit.

(1) Plans and Specifications. With each application for an electrical permit, when required by the building official for enforcement of this article, two sets of plans and specifications shall be submitted. The building official may require that such plans and specifications be prepared and designed by and bear the seal of a registered professional electrical engineer licensed by the state to practice as such.

(2) Issuance Criteria.

(A) The application, plans and specifications filed by an applicant for an electrical permit shall be checked by the building official. Such plans may be reviewed by other departments of the city to check compliance with laws and ordinances under their jurisdiction. If the building official or his/her designee is satisfied that the work described in an application for the permit and the plans filed therewith conform to the requirements of this article and other pertinent laws and ordinances, he shall issue a permit therefor to the applicant.

(B) When the building official or his/her designee issues the permit, he shall endorse in writing or stamp on both sets of plans and specifications, "approved."

(C) The building official or his/her designee may issue an electrical permit covering part of a building or structure before the entire plans and specifications for the whole building or structure have been submitted or approved, provided adequate information and detailed statements have been made complying with all pertinent requirements of this article. The holder of such permit may proceed without assurance that the permit covering the work in the entire building or structure will be granted.

(l) Issuance and Display of Permit.

(1) Plans, specifications and schedule shall not be submitted and will not be examined under this article, unless the plans, specifications and schedule are submitted by the holder of the proper electrician's license or electrical sign contractor's license. If it is found that the installation as described will in general conform to the requirements of this section and if the applicant has complied with all provisions of this article and all applicable ordinances of the city, a permit for such installation shall be issued.

(2) On all new construction, the permit for electrical work shall be displayed in a readily accessible location, or as directed by the building official, throughout the time such installation, as is covered by the permit, is being installed.

(m) Effect of Issuance and Display of Permit.

(1) The issuing or granting of an electrical permit or approval of plans and specifications shall not be construed to be a permit for or an approval of any violation of any of the provisions of this article or any other ordinance. No permit presuming to give authority to violate or cancel the provisions of this article shall be valid, except insofar as the work or use which it authorizes is lawful.

(2) The issuance of a permit based upon plans and specifications shall not prevent the building official from thereafter requiring the correction of errors in plans and specifications or from preventing building operations from being carried on thereunder when in violation of this article or any other ordinance of the city pertaining thereto.

(n) Lapse of Permit. Every permit issued by the building official under this section shall expire by limitation and become null and void if the building or work authorized by such permit is not commenced within 180 days from the date of such permit or if the building or work authorized by permit is suspended or abandoned at any time after the work is commenced for a period of 60 days. Before such work can be recommenced, a new permit shall be first obtained to do so, and the fee shall be one-half the amount required for a new permit for such work, provided no changes have been made or will be made in the original plans and specifications for such work and provided, further, that such suspension or abandonment has not exceeded one year.

(o) Remedying Dangerous or Unsafe Conditions. Where wires or apparatus are found in a dangerous or unsafe condition or are deemed to be an interference with the work of the fire department, the building official or his/her designee shall notify the person owning, using or operating them to place them in a safe, secure and noninterfering condition. Any person failing, neglecting or refusing within a reasonable time to make the necessary repairs or changes and have the necessary work completed within a reasonable time after the receipt of the notice shall be deemed guilty of violation of this article, and every day which shall elapse after the expiration of the reasonable time until the wires and

apparatus are repaired, removed or changed as required by the building official or his/her designee or fire marshal may be considered a separate offense within the intent and meaning of this article.

(p) Turning Off Current by Fire Chief or Building Official or His/Her Designee. The chief of the fire department or the building official or his/her designee or a competent person delegated by them or either of them shall have the power to at once cause the removal of all wires or the turning off of all electric current where the circuits interfere with the work of the fire department during the progress of a fire. The building official or his/her designee is hereby authorized and empowered to cause the turning off of electric current from all conductors or apparatus which are deemed by him to be an unsafe condition or which have not been installed in conformity with this article.

(Ord. 18-11-01-02 on 11/1/2018; Ord. 24-01-04-05 on 1/4/2024; Ord. 24-04-04-04 on 4/4/2024)

Sec 3.109 Mechanical, Fuel Gas Code, and Energy Efficiency

(a) This subsection contains the mechanical code of the city.

(1) The purpose and intent of this section is to provide certain minimum standards, provisions, and requirements for safe and suitable design, material and methods of installation, construction, alteration, movement, maintenance, or repair of heating, air-conditioning and refrigeration units in the city.

(2) The 2021 International Mechanical Code and all appendices, except Appendix B "Recommended Permit Fee Schedule," are hereby adopted as part of this section.

(b) This subsection contains the fuel gas code of the city.

(1) The purpose and intent of this section is to provide certain minimum standards, provisions, requirements and methods of fuel and gas infrastructure in the city.

(2) The 2021 International Fuel Gas Code and all appendices are hereby adopted except for the following sections which are excluded in their entirety:

(A) Section 106.5.3 Expiration (Chapter 1 Scope and Administration, Section 106 Permits);

(B) Section 106.5.4 Extensions (Chapter 1 Scope and Administration, Section 106 Permits); and

(C) Section 109 Means of Appeal (Chapter 1 Scope and Administration).

(c) This subsection contains the energy conservation code of the city.

(1) The purpose and intent of this section is to provide certain minimum standards, provisions, requirements, and methods to reduce energy consumption in the city.

(2) The 2021 International Energy Conservation Code and all appendices are hereby adopted in its entirety.

(Ordinance O-31-14 adopted 12/18/14; Ord. 18-11-01-02 on 11/1/2018; Ord. 24-01-04-05 on 1/4/2024; Ord. 24-04-04-04 on 4/4/2024)

Sec 3.110 Permits and Approvals

Permits shall only be obtained under the following rules and regulations.

(a) Work Requiring Approval and/or Permit.

(1) It is unlawful for any person or entity to erect, construct, enlarge, alter, perform repairs, move, improve, remove, convert, demolish any building, structure, or manufactured home, or to install plumbing, electrical, mechanical, or irrigation systems governed by the aforementioned codes or state statutes, without first obtaining a city permit. An owner may make minor improvements and repairs on any structure without a permit provided such improvements and repairs are not regulated by this section or other ordinances and/or building codes. An owner planning such improvements and/or repairs shall first contact the city to determine in each instance whether or not a permit is required. The city manager, the building official, a building inspector, or their designee shall have the right to inspect all such improvements and/or repairs.

(2) Grading/Site Development. Fill dirt may be removed from or added to an area within the city, and grading or site development (including removal of any trees other than ashe junipers) without a permit may occur only upon approval of the city manager or their designee in accordance with this article and/or the site development regulations. Grading plans signed and sealed by an engineer registered in the state may be required to be submitted to the city prior to obtaining such approval. Generally, no one shall be permitted to deliberately alter the topographic conditions of a lot or parcel of land in any way that would permit additional quantities of water from any source, other than what nature originally intended to flow from his property onto any adjoining property or to concentrate runoff that would cause erosion. Upon consultation and approval of the city, the owner shall direct, through the grading of the property and/or the construction of drainage facilities, drainage runoff to the nearest drainage culvert, public right-of-way with a roadside ditch, drainage easement or natural drainageway.

(b) On-Site Sewage Facility (OSSF) Approval. Before a city building permit of any type will be issued for any construction on an unimproved lot requiring an OSSF, a permit to construct a private sewage facility from all applicable governing agencies (including the city or LCRA) must accompany the plans and specifications. A private sewage operating license must be presented to the city prior to scheduling an inspection for a certificate of occupancy on new construction.

(c) Application Procedures To obtain a permit, the applicant shall file an application on a form provided by the city with the city as provided hereinafter along with the required fee and shall:

(1) Request a utility extension cost estimate:

(A) Upon receipt of a building permit application for a residential dwelling or commercial structure the city manager or their designee will initiate the

preparation of a utility extension estimate for water and sewer service for the purpose of determining the availability and cost of extending water and/or sewer service to the property described in the permit application;

(B) The cost of preparing the estimate shall be assessed to the individual or entity submitting the application at the time the application is submitted. The fee to be assessed for the estimate shall be based on the city fee schedule, unless unusual circumstances are encountered requiring professional engineering review by the city, in which case the fee shall be determined by the city manager, or their designee based upon the actual cost of preparation plus an administrative charge designed to recover any and all costs incurred by the city for preparation of the estimate;

(C) The estimate requirement may be waived by the city at the discretion of the city manager or their designee on the following basis:

(i) A current and accurate estimate exists for the extension of water and/or sewer service to the property;

(ii) The applicant provides a written affidavit to the city that water and/or wastewater services will be provided to the property by other means approved by the city manager or their designee.

(2) Submit the application with a set of appropriately scaled plans, specifications, and other documents as may be required in a digital format approved in advance by the building official, including but not limited to the items described in subsections (d) and (e) below;

(3) Identify and describe the work to be covered by the permit for which application is made;

(4) Describe the site on which the proposed work is to be done by lot, section, street address, or similar description that will readily and definitively identify and locate the proposed work;

(5) Indicate the use or occupancy for which the proposed work is intended;

(6) Be signed by the applicant or his authorized agent (see Section 3.111 below) who may be required to submit evidence to indicate such authority;

(7) Give supplemental information as reasonably may be required by the city after preliminary review of the application and plans; and

(8) Submit a statement by the owner or the owner's representative as to whether or not the property is within the one-percent annual chance floodplain.

(d) Site Plans.

(1) Single-Family and Two-Family Residences. All applications for single-family or two-family residential building permits shall be accompanied by a an appropriately scaled site plan in a digital format approved in advance by the building official. The site plan shall include but not be limited to the following:

(A) A legal description of the land included on the site plan and the addresses and telephone numbers of the owner, registered contractor, and the designer or architect;

(B) The municipal address of the property, amended as required with Travis County 911 Addressing to ensure consistency with the location of the designated front yard (see Chapter 14);

(C) Natural drainage features such as watercourses, springs, and ponds;

(D) Location and dimensions of easements and setbacks as described in subdivision plats, restrictive covenants, and all applicable local ordinances;

(E) Floodplain elevations if the lot is subject to inundation by the one-percent annual chance storm. If the building foundation is within the floodplain, the following procedure will apply:

(i) Prior to obtaining a building permit, the applicant shall furnish the city an elevation certificate and a letter from an architect, professional engineer or surveyor, stating that an elevation control point (temporary benchmark) has been established on the property, and indicate the elevation of the temporary benchmark, along with the floodplain elevation.

(ii) Immediately upon completion of the first habitable floor level, the applicant shall return a properly completed FEMA elevation certificate certifying that the first habitable floor elevation is one (1) foot above the base flood elevation (BFE) (the elevation inundated by the one-percent annual chance storm).

(iii) Any other information required by the city flood damage prevention ordinance, including the location of proposed walks, driveways and culverts.

(F) The shape, size, and location of all buildings, including roof overhangs, decks, or other structures to be erected, altered, or moved, and of any buildings or other structures already on the lot.

(G) The site plan shall address the drainage patterns that affect the lot or any other lots or properties that may be adversely affected by the development of the lot. Storm water leaving a site shall be directed to a roadside ditch or to a defined drainage ditch within a dedicated drainage easement. The site plan shall verify that the runoff will not drain uncontrolled onto a downstream adjacent property. The site plan shall determine and show the drainage patterns coming onto the lot and leaving the lot. The drainage patterns shall be determined for an area that includes at least two lots in addition to the subject property including the depth of two lots across the street, two lots on either side, and two lots behind the lot being developed. The drainage patterns of the roadside ditch including existing and proposed drainage culverts, shall be determined, and shown on the site plan. The city manager or their designee may require a drainage study prepared by a registered professional civil engineer with calculations for approval to ensure that there will be no adverse drainage or runoff impacts created by proposed grading or topographic changes, and constructed improvements.

(H) A protected tree survey prepared by a registered professional land surveyor and a landscape plan in accordance with the city landscape and tree preservation ordinance. The landscape plan shall show which trees will be removed along with the trees and shrubs required for compliance with all applicable requirements.

(I) An irrigation plan, if such is proposed, which requires a separate permit application and fee.

(2) Multifamily, Commercial and Other Development. In addition to the requirements above for a single-family or two-family residence, site plans for all other development shall be in accordance with the city's site development plan and design review ordinances as amended from time to time (see Chapter 3.5 and Section 6.105 of Chapter 14). Required site development plan and design approvals shall be secured prior to the issuance of any individual building permits.

(e) Construction Plans and Specifications. For all contemplated construction on the site, appropriately scaled plans in a digital format approved in advance by the building official shall be provided to the city and such plans shall include at least the following information:

(1) Scaled floor plan of each floor and the basement, if any, for each building;

(2) Plan of all attached decks, porches, covered walkways, attached garage or carport and all other structures as herein defined;

(3) Plan shall provide the total square footage of both subsections (e),(1) and (e),(2) above;

(4) Location of all permanently installed structures and equipment, such as closets, storage, plumbing, fixtures, appliances, etc.;

(5) Location and symbols of all electrical equipment, including switches, outlets, fixtures, etc.;

(6) Exterior elevations:

(A) All exterior elevations;

(B) Wall and roof finish materials;

(C) Dimensions of overhang;

(D) Finished floor elevations of the lowest floor and the maximum elevation of the roof ridge as related to the highest existing natural grade elevation on the property, with that highest existing natural grade elevation being identified on a topographic map or survey of the lot signed by a registered professional land surveyor;

(7) Structural section:

(A) Cross section of typical wall construction details;

(B) Scaled plan of the foundation with sections of typical beams, footings, and girders designed and sealed by a registered professional engineer;

(C) Copy of specifications.

(8) An energy compliance certificate (REScheck or COMcheck as applicable).

(9) A schedule of all outdoor light fixtures and controls, including the manufacturer, model number and lamp specification (including color corrected temperature) of each fixture.

(f) Permit Issuance.

(1) If the work described in an application for a building permit conform to the requirements of this section and other applicable ordinances, the city shall notify the applicant by email of the successful reviews, subject to minor corrections, if necessary.

(A) The applicant must pay all applicable fees and sign the issued permit within ninety (90) days of notification by email of the successful review, or the approval expires, and a new application and local review is required.

(B) Applications required by the expiration of a review approval submitted within one (1) year of the original approval notification shall require a local review fee that is twice the amount specified in the fee schedule.

(C) Applications, including those that have previously obtained expired approvals, shall be reviewed under the ordinances, building codes, and fire codes applicable at the time the new application is determined to be complete.

(2) Building permit issuance does not include permission to install fences, swimming pools, irrigation systems, plumbing, electrical and/or mechanical systems, etc. Separate permits are required for fences, swimming pools, irrigation systems, and other similar improvements. Separate permit fees and review of credentials required by the Texas Department of Licensing and Regulations are a prerequisite for the installation of plumbing, electrical and/or mechanical systems in a principal building for which a permit has already been issued.

(3) Only state-licensed master plumbers, electricians, and state-licensed mechanical contractors or those designated in writing to the city by the master may be issued permits after or concurrent with the issuance of a building permit to an owner or registered contractor.

(4) All plumbing, electrical and mechanical applicants are required to register with the city and provide the city with a copy of their valid state license. See Section 3.111 of Chapter 3 below.

(5) Prior to the formal issuance of a building permit, the applicant shall be informed by email of a successful review, subject to any conditions or corrections specified in that approval. A copy of that review is stored in the digital project file and remains accessible to the applicant. Such approved plans, documents, and specifications shall not be changed, modified, or altered without authorization from the city being included in the digital project file. All work shall be done in accordance with the approved plans as modified.

(g) Retention of Plans. One set of approved plans, documents, and specifications shall be retained by the city and stored on the permitting website maintained by a third-party vendor, accessible using the credentials established when the application was originally submitted. All other requests for permit documents shall require an open records request through the City Secretary and include a review by the City Attorney.

(h) Validity. The issuance or granting of a permit, or approval of plans and specifications, shall not be construed to be authority for, or an approval of, any violation of any of the provisions of this section or any other city ordinance. No permit purporting to give authority, to violate or cancel the provisions of this section, shall be valid, except insofar as the work or use which it authorized is lawful and conforms to the requirements of this section or variance or modification granted pursuant to this article. The issuance of a permit based upon plans and specifications shall not prevent the city manager or their designee from thereafter requiring a correction of errors in said plans and specifications or from preventing building operations being carried on hereunder when in violation of this article or of any other ordinance of the city.

(i) Representations by Applicant. All representations, whether oral or written, made by the applicant or his agent in support of an application for any permit under this article become conditions upon which such permit is issued. It shall be unlawful for any applicant to vary from such representations without first applying to amend the permit and receiving approval by the city. Amendments to the approved permit documents shall require the review and processing fee established by the fee schedule.

(j) Permit Fees.

(1) The city has established fees to cover the costs of applications, plan review, inspections and other expenses incurred by the city in the administration of this article. Where work for which a permit is required by this article is commenced prior to obtaining a required permit, the fees specified in the schedule shall be doubled. The payment of such a double fee shall not relieve any person from fully complying with the requirements of this article in the execution of the work nor from any other penalties prescribed herein. The applicant will be required to comply with all ordinances.

(2) In the event an applicant withdraws his application submission or does not construct under the issued permit, and has paid a plan review and permit fee, at the request of the applicant the city will refund the building permit fee less fifty (50) percent of the fee to cover the cost of administrative expenses incurred as a result of the submission. When a separate plan review component is established by the schedule of fees contained elsewhere herein, no portion of that plan review fee shall be returned, even if the plan review has not been completed. When the schedule of fees does not include a separate review and permit fee, no portion of the fee shall be refunded.

(3) In the event the application and/or plans submitted for a building permit do not meet requirements and is rejected by the city for any reason the city shall not refund any portion of the fee that is designated for plan reviews.

(4) The city may allow for the transference or credit of fees collected for a permit to a different party who might desire to exercise any portion of those same rights on the same property. However, the right to use any existing permit documents shall require authorization from the individual or entity that provided them, subject to the review of the City Attorney.

(5) Re-inspections required as the result of incomplete or deficient work that does not otherwise meet the provisions below shall result in additional fees assessed in accordance with the schedule contained in Appendix A.

(6) Site visits required to investigate, or document verified violations of any provision of any applicable chapter, specifically including any regulations intended to minimize the disturbance to adjacent property owners shall be assessed at the rate established for second or subsequent re-inspections. Such fees shall be assessed against the primary building permit, regardless of whether the violation was committed by any sub-contractor, including those that might be required to take out concurrent permits as specified above.

(k) Expirations, Extensions, Renewals, Suspensions and Revocations.

(1) Building and subcontractor permits issued under the provisions of this chapter are valid until such time as the work authorized by that permit has been satisfactorily completed in accordance with all applicable requirements, as evidenced by a Certificate of Occupancy (not a temporary Certificate of Occupancy), or for a period as follows:

(2) Miscellaneous or accessory structure permits — six (6) months from the date of approval;

(3) Residential or site work permits:

(A) five thousand (5,000) square feet in area and below — eighteen (18) months from the date of approval; and

(B) greater than five thousand (5,000) square feet in area — twenty-four (24) months from the date of approval.

(4) Multifamily and nonresidential permits:

(A) five thousand (5,000) square feet in area and below —eighteen (18) months from the date of approval; and

(B) greater than five thousand (5,000) square feet in area — twenty-four (24) months from the date of approval.

~~(A) Miscellaneous or accessory structure permits — six (6) months from the date of approval;~~

~~(B) Residential or site work permits — twelve (12) months from the date of approval;~~

~~(C) Multifamily and nonresidential permits five thousand (5,000) square feet in area and below — twelve (12) months from the date of approval; and~~

~~(D) Multifamily and nonresidential permits greater than five thousand (5,000) square feet in area — twenty-four (24) months from the date of approval.~~

(l) The city manager or their designee may upon written notice, suspend or revoke a permit issued under the provisions of this section whenever the permit is issued in error, is based on incorrect information, or for violations of the provisions of this

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chapter or any other city ordinance subject to applicable permit fees as identified in Appendix A, Section 3.100 Building Permit Fees. Permits issued under the provisions of this article shall expire and become null and void, with all permit and review fees forfeited in accordance with subsection (j) above if the work authorized by such permit is not commenced within ninety (90) days from the date of approval, with the exception of a documented hardship as required by the city building official. For additional requirements see subsection (f) Permit Issuance above. Permits shall also expire and become null and void, with all permit and review fees forfeited if the work authorized by such permit is suspended or abandoned for a period of two (2) months at any time after the work has originally commenced, with the exception of a documented hardship. Where work has stopped or been abandoned, and/or the permit has been revoked or become null and void the unfinished work shall be deemed a violation of both the building and property maintenance regulations for which the permit holder and/or the property owner shall be held responsible. Projects that have been partially completed and inspected in accordance with all applicable provisions of this article are eligible for completion pursuant to an approved new permit application and payment of fees in accordance with the schedule. See subsection (4) below for requirements related to work that has been completed without documented inspections required by this article or the applicable adopted International Code Council (ICC).

~~(2) The city manager or their designee may upon written notice, suspend or revoke a permit used under the provisions of this section whenever the permit is issued in error, is based on incorrect information, or for violations of the provisions of this chapter or any other city ordinance. Every permit issued under the provisions of this article shall expire and become null and void, with all permit and review fees forfeited in accordance with subsection (j) above if the work authorized by such permit is not commenced within ninety (90) days from the date of approval. Also see subsection (f) above. Permits shall also expire and become null and void, with all permit and review fees forfeited if the work authorized by such permit is suspended or abandoned for a period of two (2) months at any time after the work has originally commenced. Where work has stopped or been abandoned, and/or the permit has been revoked or become null and void prior to completion in accordance with all~~

~~applicable requirements of this chapter, the unfinished work shall be deemed a violation of both the building and property maintenance regulations for which the permit holder and/or the property owner shall be held responsible as specified elsewhere herein. Work that has been completed and inspected in accordance with all applicable provisions of this article and best industry practices is eligible for completion pursuant to an approved new permit application and payment of fees in accordance with the schedule. See subsection (4) below for requirements related to work that has been completed without documented inspections required by this article or the applicable model building code.~~

(1) Subject to consistent progress or documented hardship, the permit holder may apply for extensions to the time limits specified above. Pursuant to the payment of a fee in an amount equal to the original permit fee or the scheduled renewal fee, whichever is greater, the building official may authorize a six (6) month extension to satisfactorily complete the work. Extension fees shall not include any portion of the permit fee specifically identifiable as a review fee. Permit renewal fees will be charged as described below.

Building Permit Renewal	$750.00

~~(3)~~(4) ~~Pursuant to the payment of additional fees in an amount equal to the original permit fee or the scheduled renewal fee, whichever is greater,~~ The building official may authorize additional extensions in six month increments up to a maximum time limit of thirty-six (36) months to complete the work as defined above.

~~(4)~~(5) Any permit that has not resulted in a Certificate of Occupancy within the required deadline after issuance specified above shall be considered permanently revoked. If applicable, the code enforcement authority shall pursue all appropriate remedies applicable to dangerous or unsafe structures and property. After a permit has been permanently revoked, a new application, fee and review is required, along with an updated set of documents that completely and accurately reflect the current state of completion. Work that has been completed without documented inspections shall be subject to demolition. In addition, the approval of the City Council is required and shall be based only the basis of extraordinary hardship or circumstances. In accordance with Section 3.121 below, the City Council has the authority to require a performance bond as a prerequisite for a new permit approval.

~~(l)~~(m) Setback and Height Verification. A form survey, prepared by a state-registered professional land surveyor, is required for any new principal building, any accessory buildings over one hundred and twenty (120) square feet, additions to any principal or accessory buildings, swimming pools, and decks if the plans submitted indicate it will be closer than ten (10) feet to any building setback or property line. When applicable, the form survey shall be provided as a condition of the first required inspection. See Section 3.112 below.

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The form survey shall include the elevation of the top of each level of the forms in addition to an indication of the distance between all relevant improvements and the nearest property line or dedicated easement.

(Ordinance O-02-15 adopted 1/15/15; Ord. 20-10-01-02 on 10/1/2020; Ord. 24-01-04-06 on 1/4/2024)

Subject: Lago Vista Building and Standards Commission Subcommittee Meeting Summary – October 19, 2025

Dear Commission Members,

Attached is the meeting summary from the October 19, 2025, Lago Vista City Building and Standards Commission Subcommittee meeting. The subcommittee, consisting of Clifton “Wayne” McCullough, Laura Zotter, and myself, discussed proposed revisions to Chapter 3, Section 3.110 of the City Code of Ordinances. Key changes focus on permit timelines, hardship exemptions, inspection requirements, fee structures, and enforcement clarity.

Highlights include:

- Standardizing permit timelines: 24 months for structures over 5,000 sq. ft., 18 months for under or equal to 5,000 sq. ft.
- Adding a “documented hardship” exemption, reviewed by the Commission, for delays due to health, military deployment, or other valid reasons.
- Clarifying inspection and demolition rules to avoid excessive penalties.
- Simplifying fee references by pointing to Appendix A Fee Schedule, Article 3.000 Building Related Fees, Section 3.100 and excluding service fees from reapplications.
- Recommending a city permitting process flowchart for transparency.

Please review the attached detailed summary and provide feedback. We plan to finalize a draft for full commission discussion and potentially share it on a discussion board or shared drive for broader input.

Thank you,

Craig Standifer

Lago Vista City Building and Standards Commission Subcommittee

MEETING SUMMARY DRAFT…

Meeting Summary: Lago Vista City Building and Standards Commission Subcommittee

Date: October 19, 2025

Attendees: Clifton “Wayne” McCullough, Laura Zotter, Craig Standifer

Topic: Proposed edits to Chapter 3, Section 3.110 of the Lago Vista City Code of Ordinances

The subcommittee discussed revisions to streamline and clarify the city's building permit regulations, focusing on timelines, hardship exemptions, inspection requirements, and fee structures. Below is a summary of the proposed changes and key discussions:

1. Timeline Adjustments (Subsections (k)(1)(B), (k)(1)(C), and (k)(1)(D):
    - Agreed to standardize permit timelines based on square footage, regardless of residential, commercial, or multi-family status:
        - Structures over 5,000 sq. ft.: 24 months.
        - Structures under 5,000 sq. ft.: 18 months (changed from 12 months to provide more flexibility).
    - Reasoning: Extends breathing room for property owners, reduces need for extensions, and minimizes government oversight burden.
2. Documented Hardship Exemption (Subsections (k), Paragraph (2)):
    - Insert "with the exception of a documented hardship, reviewed by the Building Standards Commission" after:
        - "90 days from the date of approval"
        - "originally commenced"
    - Hardship definition to be broad (e.g., health issues, military deployment, natural disasters), vetted by the Commission to avoid abuse (e.g., financial excuses not valid).
    - Reasoning: Protects property owners facing unavoidable delays (e.g., stroke, as in Craig's example of a neighbor).
3. Permit Revocation and Abandonment (Subsection (k), Paragraph (2)):
    - Change "suspend or revoke a permit used" to "suspend or revoke a permit issued" for clarity.
    - Change "Every permit" to "permits issued" and capitalize "Permits" for consistency.
    - Strike "prior to completion in accordance with all applicable requirements of this chapter" as it's redundant.
    - Strike "as specified elsewhere herein" due to lack of specific reference.

- Revise “Work that has been completed and inspected… is eligible for completion” to “Projects that have been partially completed and inspected… are eligible for completion pursuant to an approved new permit application” to clarify incomplete projects needing new permits.

- Remove “and best industry practices is” and add “are” before “eligible for completion…”

- Reasoning: Simplifies language, removes ambiguity, and aligns with practical enforcement.

4. Fee Structure (Subsection (k), Paragraphs (2) and (3)):

    - Add at the end of the first sentence “subject to applicable permit fees as defined in Appendix A, Section 3.100 Building Permit Fees.”

    - Remove fee descriptions “Pursuant to an approved new permit application, payment of fees… whichever is greater”, and starting the last sentence with, “The building official…”

    - Clarify that reapplication fees exclude service/access fees (e.g., only 25 cents/sq. ft. for building permit, not 50 cents/sq. ft. for services like road access).

    - Reasoning: Fees are detailed in Appendix 300 (75 cents/sq. ft., split as 25 cents for permit, 50 cents for services); avoids redundant, confusing language.

5. Inspection and Demolition (Subsection (k), Paragraph (4)):

    - Change “shall be considered permanently revoked” to “shall be considered revoked”, removing the word considered, for stronger language.

    - Revise “Work that has been completed without documented inspections shall be subject to demolition” to “Work that has been completed without documented inspections shall be subject to necessary demolition to the point where inspections can be completed.”

    - Replace “extraordinary hardship” with “documented hardship” to align with earlier changes.

    - Reasoning: Prevents excessive penalties (e.g., total demolition for minor inspection misses, like covered electrical work); ensures only necessary demolition (e.g., removing drywall to inspect wiring).

6. Code Enforcement Authority (Subsection (k), Paragraph (4)):

    - Questioned who enforces code (currently police, per discussion, which surprised attendees).

- Suggested clarifying as “city inspector” or requesting city clarification to ensure proper enforcement authority.
- Reasoning: Police enforcement seems inappropriate; building inspectors are better suited.

7. Additional Recommendations:
   - Recommend the city develop a process flow diagram for the permitting process to clarify steps and decision points (e.g., > 5,000 sq, ft. vs. <= 5,000 sq. ft.).
   - Reasoning: Simplifies understanding, reduces loops, and improves transparency for applicants.
8. General Notes:
   - Craig emphasized reducing government overreach, focusing on practical, fair regulations.
   - Plan to compile changes into a draft for commission review, possibly shared on a discussion board or shared drive for broader input.
   - Noted Technical Construction Standards Specifications (TCSS) referenced in code but not found in city documents; other cities (e.g., Bertram) have adapted versions.
   - Suggested clarifying post-tension slab rules, as current code implies rebar/mesh but not strands.

Next Steps:

- Compile draft with all proposed changes for full commission review.
- Recommend the City create a permitting process flowchart.
- Request clarification on code enforcement authority and TCSS document location.

Meeting Adjourned.

ORDINANCE NO. 26-05-07-02

An Ordinance Of The City Of Lago Vista, Texas, Amending Chapter 3 Of The Code Of Ordinances, Including Article 3.100, Section 3.106 ("Building And Fire Codes") And Section 3.110 ("Permits And Approvals"); Adopting The 2021 International Pool Code; Establishing Amended Permit Expiration, Extension, And Renewal Procedures And Related Fees; Providing Findings Of Fact; Providing A Savings Clause; Providing A Severability Clause; Providing A Repealer Clause; Providing An Effective Date; Providing A Projects In Transition Clause; Providing For Codification And Publication; And Providing An Open Meetings Clause.

WHEREAS, the City of Lago Vista, Texas is a home-rule municipality acting under its Charter and Chapter 51 of the Texas Local Government Code; and

WHEREAS, the City Council requested the Building and Standards Commission to review and recommend amendments to Chapters 3, 3.5, 5, 6, and 11 of the Code of Ordinances; and

WHEREAS, the Building and Standards Commission initiated amendments to Chapter 3 relating to building codes, permit administration procedures, and property maintenance regulations; and

WHEREAS, at its January 7, 2026 meeting, the Building and Standards Commission unanimously recommended amendments to Chapter 3, including revisions to Sections 3.106, 3.110, and 3.1202; and

WHEREAS, the amendments include adoption of the 2021 International Pool Code, clarification of permit application and expiration procedures, and establishment of permit renewal fee schedules

WHEREAS, the City Council finds that adoption of these amendments promotes the public health, safety, and welfare of the residents of the City and improves clarity, enforceability, and consistency within Chapter 3 of the Code of Ordinances;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS:

SECTION 1. FINDINGS OF FACT.

All recitals set forth above are incorporated herein and are hereby adopted as findings of fact.

SECTION 2. AMENDMENT TO SECTION 3.106 – BUILDING AND FIRE CODES.

Section 3.106 of Chapter 3, Code of Ordinances, is hereby amended to include adoption of the 2021 International Pool Code, together with all exclusions, clarifications, and administrative provisions reflected in Exhibit "A." The International Pool Code shall be enforced as part of the City's adopted building code framework. All provisions of Section 3.106 not amended herein remain in full force and effect.

SECTION 3. AMENDMENT TO SECTION 3.110 – PERMITS AND APPROVALS.

Section 3.110 of Chapter 3, Code of Ordinances, is hereby amended in its entirety as set forth in Exhibit "A."

The amendments include, but are not limited to:

clarified permit application requirements

digital plan submission standards

permit issuance procedures

expiration timelines
suspension and revocation authority
extension eligibility criteria
renewal limitations
hardship documentation provisions
and adoption of a graduated permit renewal fee schedule

The permit renewal fee adopted herein is as follows:

Renewal	Fee
Renewal	$750

The Building Official may authorize extensions in six-month increments up to a maximum cumulative extension period of thirty-six (36) months, subject to payment of applicable renewal fees.

SECTION 4. COPIES ON FILE.

At least one (1) copies of the 2021 International Pool Code shall be maintained on file in the Office of the City Secretary and made available for public inspection during normal business hours.

SECTION 5. SAVINGS CLAUSE.

All ordinances, orders, or resolutions previously adopted by the City Council that are not in conflict with this Ordinance shall remain in full force and effect. Nothing in this Ordinance shall affect pending enforcement actions, litigation, or proceedings initiated prior to its effective date.

SECTION 6. REPEALER.

All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed only to the extent of such conflict.

SECTION 7. SEVERABILITY.

If any section, subsection, sentence, clause, phrase, or provision of this Ordinance is held invalid by a court of competent jurisdiction, such holding shall not affect the validity of the remaining portions.

SECTION 8. PROJECTS IN TRANSITION.

Applications determined complete prior to the effective date of this Ordinance shall be reviewed under the regulations in effect at the time of completeness unless otherwise required or allowed by state law.

SECTION 9. CODIFICATION AND PUBLICATION.

The City Secretary is hereby directed to codify the amendments adopted herein into the Code of Ordinances; and publish this Ordinance as required by the Texas Local Government Code.

SECTION 10. EFFECTIVE DATE.

This Ordinance shall take effect immediately upon passage and publication as required by law.

SECTION 11. OPEN MEETINGS CLAUSE.

It is hereby officially found and determined that the meeting at which this Ordinance was adopted was open to the public as required by law and that public notice of the time, place, and purpose of said meeting was given as required by Chapter 551, Texas Government Code.

PASSED AND APPROVED on the 7th day of May 2026.

[approval to follow]

AND, IT IS SO ORDERED.

PASSED AND APPROVED this **7th** day of **May** 2026.

_____
Shane Saum
Mayor, City of Lago Vista, Texas

ATTEST:

_____
Robin Smith
City Secretary, City of Lago Vista, Texas

APPROVED AS TO FORM:

_____
Bradford Bullock
City Attorney, City of Lago Vista, Texas

AGENDA ITEM NO. IX.1

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Councilor Saum, City Council

SUBJECT: Discussion regarding the Bunker Bar & Grill lease agreement.

ATTACHMENTS:
The Bunker Bar and Grille (Third Amendment) Signed.pdf

THIRD AMENDED CONCESSION SERVICES CONTRACT AND LICENSE TO USE CITY FACILITIES AT LAGO VISTA MUNICIPAL GOLF COURSE

This Third Amended Concession Services Contract (the "Agreement") is made and entered into on this 16th day of February, 2023, by the City of Lago Vista, Texas (hereafter referred to as the "City") and Dustin and Chelsea Martin, owners of The Dugout Group LLC, doing business as The Bunker Bar and Grille (hereafter referred to as the "Company").

Whereas, the City of Lago Vista is the owner of the Lago Vista Municipal Golf Course ("Golf Course") located at 4616 Rimrock Drive, Lago Vista, Texas; and

Whereas, Company has provided kitchen concession, restaurant, bar lounge and associated catering/dining facility maintenance services at the Golf Course and Club House; and

Whereas, the City of Lago Vista and Company entered into a Concession Services Agreement in November 2020 for an initial one-year term set to expire on November 6, 2021 (the "Original Agreement"); and

Whereas, on November 4, 2021, the City Council agreed to amend the agreement to extend the term for thirty (30) days (the "First Amended Agreement") to allow for additional contract negotiations; and

Whereas, the City and the Company entered into a Second Amended Agreement on or around the 6th of December, 2021 making certain changes to the First Amended Agreement (the "Second Amended Agreement"); and

Whereas the parties desire to revise the terms of the Second Amended Agreement for continuation of Concession Services at the Golf Course, to address certain live events held at the Golf Course Premises by the concessionaire and to make the other changes contained herein; and

Whereas the parties intend that this Agreement shall supersede the prior agreements and shall constitute a services agreement with regard to the Company continuing to provide Concession Services, the Company's continued use of City property, equipment, and facilities and continuation of the license to enter and use certain city facilities located at the Golf Course, on the terms and conditions set forth in this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the parties hereto agree as follows:

1. **SERVICES TO BE PROVIDED.** Company agrees to provide the Concession Services as further described in Sections 7 and 8 of this Agreement at the Golf Course and Club House (collectively "Golf Course Premises") which shall include access to and use of the kitchen, restaurant, and club house, bar lounge, and associated catering/dining facility areas for the Golf Course Premises.
2. **TERM.** The term of this Agreement shall be for the three (3) year period commencing on 6 December 2021 and ending 6 December 2024. Provided that the Company is not in default

under this Agreement ninety (90) days prior to the expiration date herein. Subject to approval by City Council, the parties may extend by mutual written agreement for two (2) additional one (1) year terms. Either party shall notify the other in writing of its intent to not renew this Agreement at least sixty (60) days prior to the expiration of this Agreement. If the term is extended, the parties may consider increasing the amount of Compensation by the Consumer Price Index for urban areas, CPI-U, beginning on the anniversary date of this Agreement and if the cost of utilities under Section 14 increases more than twenty percent, (20%), then the Monthly Payment could be adjusted to cover such utility costs. The parties may consider additional terms for the extension of the Agreement by mutual agreement.

3. **CONSIDERATION.** Compensation during the term of this Agreement shall be in the form of monthly payments ("Monthly Payment").

   a. The Monthly Payment due to the City under this Agreement shall be $2,850 per month. Monthly Payments are due on the first (1st) day of each month. A $50.00 late fee shall be assessed upon each Monthly Payment not received by the City by the tenth (10th) day of the month.

4. **FINANCES AND REPORTING.** All revenue derived from the sale of food, beverage, on-site catering and other Concession Services by the Company as further described in Sections 7 and 8 of this Agreement shall belong exclusively to the Company.

   a. The City shall not be responsible whatsoever for any of the revenues of the Company derived from the services provided under this Agreement.

   b. Company agrees to keep records of monthly Net Sales and remit Reports thereof to the City on or before the last day of the month, detailing the total Net Sales for the month prior. The first report is due on or before January 31, 2021, for the period beginning on the effective date of the Second Amended Agreement and ending on December 31, 2021.

   c. "**Gross Sales**" means the actual sales or price of all food, liquor, dining services, private events, catering, carry-out food service, food delivery services, goods, wares, and merchandise sold, leased, rented, licensed, or delivered, and the actual charges for all food and liquor sold and services performed by Company in, at, from, or arising out of the use of the Premises, whether cash, credit, exchange, or otherwise. Gross Sales shall include, without limitation, sales, rentals, and services: (i) when the order for any of the foregoing originates in, at, from, or arising out of the use of the Premises, whether delivery or performance is made from the Premises or from some other place; (ii) made or performed by mail, telephone, telegraph, electronic mail, text, app, video, internet, electronic video, computer orders, and/or future technological means; (iii) made or performed by mechanical or other vending devices in the Premises; and/or (iv) that Company in the normal and customary course of its business would credit or attribute to its operations in any part of the Premises. Any deposit that is not refunded shall be included in Gross Sales. Gross Sales shall not be reduced by any franchise, occupancy, capital stock, income, or similar tax based on income or profits.

d. The definition of "Gross Sales" shall **exclude** the following:

1. tips or gratuities;

2. municipal, city, county, State, or federal sales, use, gross receipts, liquor, restaurant, or excise taxes on sales or services rendered from the Premises where such taxes are added to the price, are stated separately in the bill, and are paid by Company directly to the applicable governmental agency;

3. any exchange of food stocks, inventory, produce, ingredients, raw stocks, produce, fresh or frozen fruits and vegetables, dry groceries, meat, poultry, seafood, goods, and/or merchandise between the restaurants of Company where such exchange of the foregoing is made solely for the convenient operation of the business of Company and not for the purpose of consummating a sale which has theretofore been made in, on, or from the Premises, or for the purpose of depriving Landlord of the benefit of a sale which otherwise would be made in, at, from, or arising out of the use of the Premises;

4. the amount of returns to shippers, vendors, suppliers, and/or manufacturers;

5. receipts from vending machines installed for the use of Company's employees;

6. gift certificates or vouchers until the time that the foregoing have been redeemed;

7. insurance proceeds or credits received for the settlement of damage, accident, loss, or destruction to Company's Personal Property, food stocks, inventory, produce, ingredients, raw stocks, produce, fresh or frozen fruits and vegetables, dry groceries, meat, poultry, seafood, goods, and/or merchandise;

8. condemnation proceeds;

9. bulk sales not in the ordinary course of Tenant's business;

10. sales at a discount or non-cash donations to non-profit, charitable, or religious organizations, but any profit that Tenant receives from the foregoing shall be included in Gross Sales;

11. any promotional sales to third parties;

12. the amount of any cash or credit refund made upon any sale or service;

13. sales by Company of machinery, furniture, equipment, Personal Property, fixed assets, and/or trade fixtures;

14. discounts to employees for employee meals;
15. the amount of any cash or credit refund made upon any sale in, at, from, or arising out of the Premises previously included in Gross Sales hereunder, not to exceed the sum so previously included, where the meal or merchandise sold is thereafter returned by the customer or refunded to the customer and accepted by Company;
16. all sums received by Company for lost, spoiled, and damaged products, including but not limited to food stocks, inventory, produce, liquor, ingredients, raw stocks, fresh or frozen fruits and vegetables, dry groceries, meat, poultry, seafood, goods, and/or merchandise;
17. withholding taxes collected from employees;
18. appreciation of Company's property;
19. loans received by Company;
20. the sale, transfer, or exchange of the business of Company;
21. bad debts of Company;
22. off-site operations or catering revenues for food that is not prepared and provided to customers at the Premises;
23. complimentary meals or samples offered for promotional purposes;
24. rent or fees paid to Tenant by a subtenant, licensee, or concessionaire;
25. shipping and delivery charges;
26. fees and/or charges paid directly to credit card issuers;
27. fees paid by Company to banks in connection with the acceptance of customers' ATM or debit cards;
28. the net amount of any discounts or rewards allowed to any organization or to any customer pursuant to any customary and reasonable policy adopted by Tenant; and
29. discounts for children's meals.

"Net Sales" means Gross Sales minus customer discounts, minus customer refunds.

5. **FACILITIES/LICENSE TO ENTER.** Concession Services under this Agreement shall be provided at the facilities shown in Exhibit A, and located at the Golf Course and Club House located at 4616 Rimrock Drive, Lago Vista, Texas (the "Concession Facilities"). For purposes of this Agreement, the "Concession Facilities" shall include non-exclusive access to (1) the bathrooms adjacent to the restaurant area shown in Exhibit A, and (2) the concrete patio area adjacent to the Golf Course and Club House (the "Back Patio Area"). The Company's maintenance obligations shall apply to the Concession Facilities, but

patrons of the golf course who are not customers of the Company may access and use these areas at all times on a non-exclusive basis, and the City may, upon reasonable prior notice to the Company, restrict the use of the Back Patio Area to accommodate golf tournaments or other events held at the golf course. The Company agrees that the Concession Facilities reflected in Exhibit A attached hereto and as further described herein are provided for the Company's use under this Agreement in 'as is' condition and no improvements shall be made to such facilities by either City or Company unless agreed to in writing by the Company and the City Manager. Any improvements to such facilities shall be performed at the sole cost of the Company. In addition to all other obligations in this Agreement, the Company agrees to build any soundproofing between the Concession Facilities and other parts of the Golf Course and Golf Course Premises that the City reasonably determines to be necessary or advisable. To this end, and in addition to any other improvements that the City may reasonably deem necessary, the Company agrees to construct soundproofing improvements to the wall between the Concession Facilities and the adjacent pro shop promptly following the Effective Date of this Agreement.

Subject to the terms of the prior paragraph, the Concession Facilities reflected in Exhibit A shall be made available for Company's use for its exclusive occupation, management and operation under this Agreement and includes the area reflected in Exhibit A and as further described below:

a. Restaurant area, club house bar, lounge, kitchen, and storage areas, together with all equipment, fixtures, and furniture therein.

b. Kitchen cooking, preparation and utensil area

c. Kitchen food service, presentation, and beverage service counters

d. Kitchen concession sales receipts and customer service area

e. Kitchen dry goods, frozen goods, shelving and refrigerator storage area

f. Related dining areas

In addition, the Company shall have non-exclusive access to the entire Golf Course Premises, including the Back Patio Area, for the purpose of selling food, snacks, sandwiches, soft drinks, alcoholic and non-alcoholic beverages, and to all common areas, including driveways, parking, delivery areas and restrooms under the management and control of the City in each case as allowed by State law. Except as specified in Section 9 below, the City hereby grants an exclusive license to Company to access, enter, use, occupy, manage, maintain and operate in the Golf Course Premises for the Concession Services as further defined in Sections 7 and 8 of this Agreement. The area consisting of and including the Pro Shop and Pro Shop Office are expressly excluded from the Golf Course Premises that Company may use and not covered under or be a part of this Agreement.

6. **FACILITIES 'AS-IS' ONLY, NO WARRANTIES.** THE CITY OF LAGO VISTA EXPRESSLY DISCLAIMS ANY EXPRESS OR IMPLIED WARRANTIES WITH

RESPECT TO THE FACILITIES, INCLUDING BUT NOT LIMITED TO, THE FACILITIES' CONDITION, MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, OR ANY IMPLIED WARRANTY ARISING FROM COUSE OF PERFORMANCE, COURSE OF DEALING, OR USAGE OF TRADE. THIS WAIVER INCLUDES, BUT IS NOT LIMITED TO, ANY CONDITION CAUSED BY THE NEGLIGENCE OF THE CITY.

7. **SCOPE OF SERVICES TO BE PROVIDED UNDER THIS AGREEMENT.** The scope of Concession Services provided by the Company shall, at a minimum, include and provide for the following:

a. Healthy culinary products, meals, and beverages for the restaurant, bar, lounge, and onsite catering service for the golfing community and the general public at a reasonable price and in sufficient quantity.

b. A system of product and service delivery and associated sanitary disposal that meets or exceeds customer expectations.

c. An atmosphere of product and service delivery, and related sanitary disposal that meets or exceeds customer expectations.

d. A clean, sanitary, and healthy system of physical plant maintenance and operations which conforms to all City, County, State, and Federal building, food service, restaurant operations, malt beverage/liquor dispensing regulations and health codes.

e. A food, beverage, and concession service level which services the patronage of the golfing community and general public including continued marketing efforts to increase patronage.

f. Experienced and professional management staff who can perform all required Concession Services, including, but not limited to, order, purchase, dispense, inventory, track, control, and handle waste stream of all products, materials, and supplies in the Golf Course Premises and perform the related maintenance functions. The Company shall designate an on-site manager to be the point of contact for daily operations of the Concession Services provided under this Agreement.

g. An operation which maximizes revenues to both the Company and the City of Lago Vista.

The Company may, in addition to those Concession Services required to be provided hereunder, conduct weekly events from the Concession Facilities (but not from the Back Patio Area nor anywhere outside of the Concession Facilities) including (i) karaoke, and, (ii) if properly licensed by the Texas Lottery Commission and only in accordance with such license, bingo activities. Company shall conduct all such events strictly in accordance with state law and local ordinances, and Company shall take all necessary precautions to prevent any excessive noise or other nuisance caused by such events. If the City Manager determines, in her sole discretion, that unreasonable noise, smells, or other nuisances are caused by such events, the City Manager may prohibit any further events until the City Council reviews the nature of such nuisance, and after a hearing, decides whether to continue allowing all or any

of such events. If the City Council determines, after such hearing, that one or more of the events causes a nuisance that is unlikely to be mitigated by future actions of the Company, the City Council may prohibit all or any of such future events.

8. **SALE OF ALCOHOLIC BEVERAGES.** The Company shall maintain its own Beer and Wine or Mixed Beverage License through the Texas Alcoholic Beverage Commission for the duration of the Agreement. All alcohol purchases, taxes, reports, and accountability shall be under the control of and the sole responsibility of the Company.

9. **EXCLUSIVE CONCESSION RIGHTS.** Except as otherwise provided for in this Agreement, Company shall have the exclusive right to use the Concession Facilities as specified in this Agreement for the purpose of providing food and beverage concession services at the Golf Course Premises. The Company agrees that Special Event Permit holders shall use the back-patio area (as shown in Exhibit A) as allowed by the Special Event Permit and may use outside caterers for the event.

10. **CITY-OWNED PROPERTY AND FACILITIES.** Unless otherwise provided in this Agreement, the City maintains ownership of the Concession Facilities and equipment as described in Exhibit B attached hereto. The Company shall have no ownership, claim, or interest in the Concession Facilities at any time or any insurance proceeds received by the City from damage, destruction, theft or loss of any Facilities due to any cause.

    a. The Company shall provide all equipment, supplies, personnel and other goods and services necessary to provide the Concession Services and standard concession operations at its sole expense as required by this Agreement, except as otherwise explicitly provided in this Agreement. The signs and advertising used by the Company shall be approved by the City, at their reasonable discretion, prior to the installation or distribution.

    b. The City shall provide the Concession Facilities in an 'as is' condition unless otherwise specified, along with all existing equipment and fixtures, including, but not limited to, kitchen fixtures and furnishings, cooking utensils, cooking space, serving utensils, service space, office space, dry good storage space, frozen food storage space, dining tables, dining seats, and dining chairs. Existing food and beverage inventory, if any, may be purchased from the City at cost if the Company is able to use such inventory in its planned menu offering.

    c. The Company shall use City-owned property and concession equipment only for providing authorized services as set forth in this Agreement.

    d. The major repair or replacement of any City-owned concession equipment, fixtures, facilities or personal or real property at the Golf Course Premises, and the Concession Facilities, shall be done at the City's discretion and at City's cost. Notwithstanding the foregoing, the Company shall not suffer, allow, or permit the concession equipment or City-owned property to be damaged and shall promptly pay the City for repair or replacement costs of all damage to City-owned concession equipment and property resulting from the Company's use of such concession equipment and property, except for reasonable wear and tear, upon written notice by the City. Further notwithstanding

the foregoing, Company agrees to build any soundproofing between the Concession Facilities and other parts of the Golf Course and Golf Course Premises that the City reasonably determines to be necessary or advisable.

e. The Company shall maintain and perform minor repairs to all Concession Facilities and equipment, fixtures, facilities or other personal property located at the Concession Facilities at its sole cost in a clean, sanitary, and orderly condition, free of debris, litter, filth, and offensive material, and in strict compliance with applicable laws, ordinances, and rules and the regulations of any health authority. Should the company fail to maintain or perform minor repairs as stated above, the City, may in its sole discretion, perform such maintenance or repair and, within thirty days after written demand, the Company shall pay to the City all costs incurred by the City in the performance thereof.

f. All City-owned property shall remain City-owned and any and all equipment or property purchased by the Company shall remain Company owned unless otherwise specified herein or by separate agreement executed by the parties.

11. QUALITY OF SERVICE. The Company agrees that the concession services rendered shall be in compliance with this Agreement. All food, drinks, confectionery and the like sold or kept for sale shall be wholesome and pure and shall conform in all respects to the federal, state, and municipal food and other laws and regulations, including all applicable food handling and service safety regulations and requirements. No imitation adulterated or misbranded item shall be sold or kept for sale. All merchandise kept for sale shall be stored and handled with due regard for condition and sanitation.

12. MAINTENANCE OF FACILITIES. Company shall clean and maintain the Concession Facilities as reflected in Exhibit A attached hereto and including the attached restrooms and Back Patio Area at Company's sole expense. Company shall adopt and maintain a maintenance and cleaning schedule for such facilities.

13. PERSONNEL.

a. The Company shall provide an adequate number of trained personnel to staff and operate the Concession Facilities and to provide the services as set forth under this Agreement at all times the Concession Facilities are open. Company's failure to provide adequate staffing as the parties have agreed, or in the absence of an agreement, in the City's reasonable discretion and trained personnel as required herein shall constitute a default of this Agreement.

b. Company shall ensure that all employees, personnel, or contractors under Company's control are adequately trained in food safety and handling procedures. All personnel shall have a valid Texas Food Handler Card and TABC Certification, and shall otherwise comply with state and federal law. Company shall also ensure that its employees do not use or possesses any alcoholic beverages or other intoxicating beverages, illegal drugs, or controlled substances at the Concession Facilities.

c. Personnel shall treat all patrons, City representatives and all other persons in a respectful and professional manner.

d. All Company employees, personnel, or contractors under Company's control shall be professional in appearance, dressed in neat and clean clothing, free of holes, tears or other signs of wear. Attire should include displaying the Company logo or insignia on a shirt or name tag and slacks, khakis, jeans or hemmed shorts.

e. Company shall comply with all federal, state, and local laws, including but not limited to, federal and state wage and hour laws requirements and obligations, such as working hours and conditions, leave time, ove1iime, payment of all applicable taxes, unemployment and workers compensation coverage, compliance with immigration documentation, and deductions from employee pay.

14. **UTILITIES.** The City shall provide the Concession Facilities with water, electricity, garbage pickup, and sewer service. These utilities shall only be used in the provision of Concession Services, or as otherwise explicitly allowed under this Agreement. The Company shall take all action necessary to ensure that these utilities are being used at the most cost-effective means possible, and that no waste occurs. In the event, the cost of these utility services increases more than twenty percent (20%), the parties shall agree to meet to consider an adjustment in the Monthly Payment for the utility increase. Company shall be responsible for and shall pay for any necessary natural or propane service or supplies, as well as all telephone and internet services and any other utilities for the Concession Facilities not expressly paid by the City in this Agreement.

15. **HOURS OF OPERATION.** At a minimum the Company shall ensure that the Concession Facilities are open for business and are available to customers seven (7) days a week as follows:

Monday- Wednesday: 9:00 a.m. to 4:00 p.m.
Thursday - Sunday: 7:30 a.m. to 4:00 p.m. (May through September)
Thursday – Sunday: 9:00 a.m. to 4:00 p.m. (October through April)
Holidays: 7:30 a.m. to 4:00 p.m.

Notwithstanding the foregoing, Concession Facilities are not required to be open on any Monday that the Golf Course is closed. Any change in hours shall be coordinated with the Golf Course Director and shall be clearly posted on the clubhouse doors for patrons to see. Company's failure to observe and maintain the minimum agreed upon operating hours and conditions shall constitute a default of this Agreement.

16. **COMPLIANCE WITH LOCAL, STATE, AND FEDERAL RULES AND REGULATIONS.** Company and its officers, agents and employees shall at all times comply with all local, state, and federal rules, regulations, and requirements, codes, and laws. Company must obtain and maintain all required operational permits, licenses, fees, and taxes. Payment of any required governmental fees, licenses, and taxes shall be the obligation and responsibility of the Company.

17. **NONDISCRIMINATION.** The Company **and its officers, agents and employees** shall not discriminate against any person because of race, sex, age, creed, color, religion, or national origin or any other person in a federally protected class.

18. **INSURANCE.** The Company shall maintain insurance in the following amounts:

General Liability Insurance	$500,000 per claim or occurrence	$1,000,000 for all claims arising out of a single transaction or per occurrence
Property Damage Insurance	$250,000 per occurrence	
Workers Compensation Insurance	In the amounts that meet the requirements as set forth by State law	

Company also agrees to furnish comprehensive general liability coverage providing bodily injury, personal injury, property damages including products liability and complete operation coverage against any and all claims and losses arising out of any operations of the Company, including occupancy of the premises, sale, gift, serving, handling, or dispensing of any product.

Company shall provide the City with certificates evidencing such insurance coverage and the City shall be listed as an additional insured. Such certificate shall provide the City with thirty (30) days advance notice of any cancellation, material change, reduction of coverage, or nonrenewal. The City shall be provided with a copy of the appropriate riders evidencing that the City is included as an additional insured to the above required policies.

19. **TERMINATION.**

a. *Termination for Cause.* This Agreement may be terminated if the Company fails to provide the compensation and other consideration to the City as provided in Section 3 of this Agreement.

b. *Defaults with Opportunity for Cure.* Should Company default in the performance of this Agreement in a manner stated below, City shall deliver written notice of said default specifying such matter(s) in default.

1. In the event of an act of default due to a failure to provide adequate personnel to operate the Concession Facilities as required under Section 13, or due to a failure to maintain agreed hours of operation as required under Section 15, Company shall have no more than five (5) business days to cure such default.

2. For all other acts of default, Company shall have ten (10) business days after receipt of the written notice, in accordance with Section 23.

3. If Company fails to cure the default within the specified cure period, City shall have the right, without further notice, to terminate this Agreement in whole or in part as City deems appropriate, and to contract with another Company to complete the work required in this Agreement.

c. *Termination By Law.* If any state or federal law or regulation is enacted or promulgated which prohibits the performance of any of the duties herein, or, if any law is interpreted to prohibit such performance, this Agreement shall automatically terminate as of the effective date of such prohibition.

d. *Termination not sole remedy.* In no event shall City's action of terminating this Agreement, whether for cause or otherwise, be deemed an election of City's remedies, nor shall such termination limit, in any way, at law or at equity, City's right to seek damages from or otherwise pursue Company for any default hereunder or other action.

20. INDEMNITY. The Company agrees, to the fullest extent permitted by law, to indemnify and hold harmless the City and its past, present and future officers, directors, agents, employees, and representatives (the "City Parties") from and against all liability for any and all claims, suits, demands, and/or actions arising from or based upon the acts or omissions on the part of the Company, its officers, directors, agents, representatives, employees, members, visitors, invitees, contractors and subcontractors which may arise out of or result from the Company's occupancy or use of the facilities, concession equipment, and City-owned property and/or activities conducted in connection with or incidental to this Agreement. The Company shall also indemnify the City Parties against any and all mechanic's and materialmen's liens or any other types of liens imposed upon City-owned property arising as a result of the Company's conduct or activity. This indemnity provision shall apply regardless of the nature of the injury or harm alleged, whether for injury or death to persons or damage to property, or whether such claims are alleged as common law, statutory or constitutional claims, or otherwise. This indemnity provision shall apply whether the basis for claims, suit, demand, and/or action may be attributable in whole or in part to the Company, or to any of its agents, representatives, employees, members, visitors, contractors, and subcontractors, or to anyone directly or indirectly employed by any of them. THE INDEMNITY INCLUDED IN THIS AGREEMENT SHALL APPLY REGARDLESS OR WHETHER THE BASIS FOR CLAIM, SUIT, DEMAND, AND/OR ACTION MAY BE ATTRIBUTABLE IN WHOLE OR IN PARTY TO THE SIMPLE NEGLIGENCE OF THE CITY PARTIES.

21. GOVERNMENTAL IMMUNITY. Nothing in this agreement shall be deemed to waive, modify, or amend any legal defense available at law or in equity to either the City or its employees, nor to create any legal rights or claims on behalf of any third party. Neither the City, nor its employees waive, modify, or alter to any extent whatsoever the availability of the defense of governmental immunity under the laws of the State of Texas.

22. INDEPENDENT CONTRACTOR. The Company expressly agrees that during the term of this Agreement, neither the Company nor any of its employees, personnel, or any of its contractors, is nor shall ever be considered an employee of the City; the Company is an independent contractor, and in this regard the Company, its employees, personnel, or any contractors will not be within the protection of the coverage of the City's Workers

Compensation coverage or other Insurance.

23. **NOTICES.** Any notice required or desired to be given under this Agreement shall be in writing with copies directed as indicated and shall be personally delivered or given by mail. Any notice given shall be deemed to have been given when hand delivered or, if mailed, as of seventy-two (72) hours from the time when notice was deposited in the United States mails (certified or registered, return receipt requested, postage prepaid), addressed to the party to be served with a copy as indicated herein. Either party may change its address for purposes of notice by giving notice of such change of address to the other part in accordance with the provisions of this section.

POINT OF CONTACT FOR CITY

City Manager
5803 Thunderbird
Lago Vista, TX 78645
tracie.hlavinka@lagovistatexas.gov
512-267-1170

POINT OF CONTACT FOR COMPANY

The Dugout Group LLC
Dustin Martin, Owner
20602 Hoover Cove
Lago Vista, TX 78645
Dustinm61@gnail.com
512-673-9940

ON-SITE MANAGER/DAILY OPERATIONS POINT OF CONTACT

Dustin Martin
Owner
Dustinm61@gmail.com
512-673-9940

Any changes to the On-site Manager/Daily Operations Point of Contact must be sent to the City Manager in writing within 48 hours of the change.

24. **AMENDMENTS AND CHANGES.** No alteration, addition, or amendment to the terms of this Agreement shall be made except by a formal written amendment hereto, executed by both the Company and the City.

25. **WAIVERS.** No waiver of any provision hereof shall be implied from the conduct of the parties. Failure of the City to enforce any and all violations of ordinances or this Agreement shall not constitute a continuing waiver of such breach or of a subsequent breach or the same or a different provision or ordinance. Any such waiver must be in writing and must be signed by the party against which such waiver is sought to be enforced. The consent by the City to any matter or event requiring such consent shall not constitute a waiver of the necessity

for such consent to any subsequent matter or event.

26. **ORAL AND WRITTEN AGREEMENTS.** Any and all agreements heretofore made, if any, between the parties regarding the subject matter of this Agreement have been reduced to writing and are contained herein. This Agreement states the sole and exclusive terms of agreement between the parties regarding the subject matter of this Agreement, and any and all prior agreements, regarding such subject matter, not set forth herein are null and void.

27. **TEXAS LAW GOVERNS.** This Agreement shall be governed by and construed in accordance with the laws of the State of Texas. Venue shall lie exclusively in Travis County, Texas.

28. **TRANSFERABILITY OF AGREEMENT.** No assignment of this Agreement or any right occurring under this Agreement shall be made in whole or in part by the Company without express written consent of the City.

29. **SEVERABILITY.** In case any one or more of the provisions contained herein shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision of this Agreement, but this Agreement shall be construed as if such invalid, illegal, or unenforceable provision had not been contained herein.

30. **THIRD PARTY BENEFICIARIES.** Nothing in this Agreement shall be deemed to waive, modify, or amend any legal defense available at law or in equity to the City nor to create any legal rights or claims, contractual or otherwise, on behalf of any third party.

31. **JOINT VENTURE.** This Agreement shall not be construed to establish a partnership, joint venture, agency, or joint enterprise, express or implied, nor any employer-employee or b01rnwed servant relationship by and among the parties hereto. Nor shall this agreement be construed to create or grant rights, contractual or otherwise, to any other person or entity not a party to this Agreement. Each party shall remain solely responsible for the proper direction of its employees and an employee of one shall not be deemed an employee or borrowed servant of the other for any reason.

32. **EFFECTIVE DATE.** This Contract shall be effective upon execution of this Agreement.

33. **WAIVER OF CITY LIABILITY.** City shall not be liable to the Company for any loss, damage or injury of any kind or character to any person or property (a) arising from any use and/or condition and extent of the property, or any part thereof including, without limitation, environmental contamination, (b) caused by any defect in the equipment, Golf Course Premises, or Concession Facilities located therein, (c) caused by or arising from any act or omission of Company, or any of its agents, employees, licensees or invitees, (d) arising from or in connection with the conduct of any Concession Services or any other conduct by Company performed on the Golf Course Premises or Concession Facilities, (e) arising from any accident on the Golf Course Premises or any fire or casualty thereon, (f) occasioned by the failure of Company to maintain the Concession Facilities in a safe condition, or (g) arising from any other cause whatsoever, except as occasioned by the gross negligence, intentional misconduct or violation of this Lease by the City Parties occurring after the date of this Agreement. Company, as a material part of the

consideration of this Agreement, hereby waives, on its behalf, all claims and damages against City for any such loss, damage or injury to Company, INCLUDING BUT NOT LIMITED TO THOSE CAUSED BY THE SIMPLE NEGLIGENCE OF ONE OR MORE CITY PARTIES.

IN WITNESS WHEREOF, the parties have executed and attested this Agreement by their officers thereunto duly authorized as of the date herein first written.

(Signature Pages to Follow)

500

CITY OF LAGO VISTA _____

By: Tracie Hlavinka

Tracie Hlavinka, City Manager

Date: 3/7/2023

COMPANY: The Bunker Bar & Grille

By: _____

Printed Name: Dustin Martin

Title: Owner

Date: 2/28/24

Exhibit A

CONCESSION FACILITIES

Concession Facilities

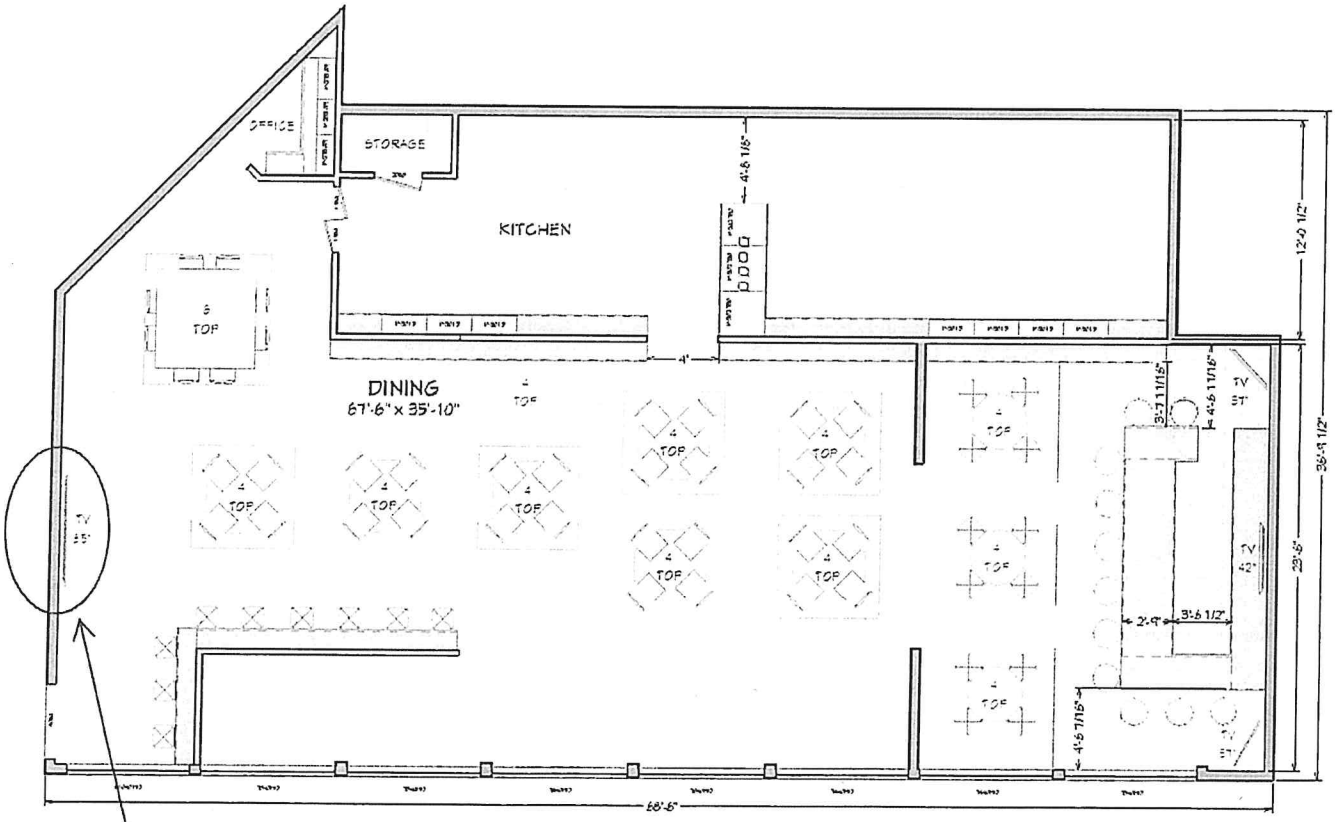

Exhibit B

2021 INVENTORY OF CITY-OWNED EQUIPMENT AND GOODS

LAGO VISTA GC GRILL INVENTORY 2021

TY	COLOR	DESCRIPTION	MFG.
	stainless	Beer keg cooler, 3 taps, 2 doors, true	BEVERAGE AIR
	red	Beverage cooler, 1 door	Coke Cola
	stainless	chaffing dish-stainless pan holders	various types
	stainless	Coffee/tea maker, missing decanter	BLOOMFIELD
	gray	Folding chairs	
	stainless	Fountain Drink Dispenser-Property of	Coke Cola
	stainless	Fryer single	VULCAN
	wood	High Chair for child	
	stainless	Ice tea maker/dispenser	BUNN
	Black	Microwave	Panisonic
	stainless	Pot, bean - heavy duty with lid	
	stainless	Prep table, 2 shelves	
	stainless	Prep table, 2 shelves	
TY	COLOR	DESCRIPTION	MFG.
	stainless	Prep tables, 2 shelves	
	white	Rack, wire, 3 shelves used for chips	
	green	Rack, storage, 3 shelves	
	stainless	Racks, storage, 4 shelves	
	stainless	Rack, storage, 4 shelves inside walk-in	
	stainless	Rack, storage, 4 shelves inside walk-in	
	stainless	Rack, storage, 3 shelves	
	stainless	Rack, storage, 5 shelves	
	stainless	Refrigerator, 2 door w lock	TRUE
	stainless	Refrigerated Prep table 2 doors	Maxx Cold
	stainless	refrigerator, for glasses/pitchers	TRUE
	stainless	Refrigerator/freezer, walk-in	KOOLCO
	stainless	Rotisserie, electric for hotdogs	SEAL-MAX
	stainless	shelf hanging on wall over dishwasher	
	wood	Shelves, hanging over counter	
	stainless	Stove-oven (6 eye, double oven	
	White / plastic	Tables, folding	
	stainless	Tray jacks	
	black	TV's, flat screen	Emerson

	Trumann Tufted Club Chair	Brown Leather	Charlton Home
	Bruno Coffee Table	Wood	Foundry Select
	Table and Seating - Bar height	Mahogany	Lancaster
	Table and Seating -	Mahogany Finish	Lancaster
	Laminate Table Top	Mahogany/Black	Attco
	Metal Table base	metal	Ace Mart
	Metal Table base	metal	Ace Mart
	30" Round Table Top	Mahogany/Black	Ace Mart
	Coctail Table Base Column	metal	Ace Mart
	Metal Table base	METAL	Ace Mart
	Hydraulic table glides		Ace Mart
	80 piece felt furnitute pads	felt	Wayfair
	Flat Grill	Metal	Ace Mart
	Grill Table	Metal	Ace Mart
	Plates (Large)	Black	IKEA
	Plates (Small)	Black	IKEA
	Sandwich Prep Table	Stainless	
	Ice maker commerical	Stainless	
	Beer cooler behind bar	Black	

AGENDA ITEM NO. IX.2

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Charles West, City Manager

SUBJECT: Discussion regarding permitting cost & delays at the request of Pendora Homes, LLC.

AGENDA ITEM NO. IX.3

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Amanda Chavarria, City Council

SUBJECT: Discussion regarding the creation of a Public Safety Committee.

AGENDA ITEM NO. IX.4

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 7, 2026

SUBMITTED BY: Jess Hall, City Council

SUBJECT: Discussion and possible action that the City of Lago Vista provide lifeguards during general public operation hours of the Lakeside at Tessera pool during 2026.