

APPENDIX P
SYNCHRO ANALYSIS SUMMARY



YEAR 2026 SYNCHRO INTERSECTION ANALYSIS

BABCOCK RANCH COMMUNITY - INCREMENT 1 NOPC
SIGNALIZED INTERSECTION ANALYSIS SUMMARY TABLE

ID#	Intersection
4a	SR 78 / I-75 West

		EXISTING CONDITIONS			FUTURE WITHOUT PROJECT			FUTURE WITH NOPC			FUTURE WITH MPD		
		CURRENT TIMING	RETIMING	WITH ADDITIONAL IMPROVEMENT	CURRENT TIMING	NEEDED IMPROVEMENT (Existing Conditions)	WITH ADDITIONAL IMPROVEMENT	CURRENT TIMING	NEEDED IMPROVEMENT (Future Without Project)	WITH ADDITIONAL IMPROVEMENT	NOPC NEEDED IMPROVEMENT	WITH ADDITIONAL IMPROVEMENT	
		Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	
		LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	
		v/C	v/C	v/C	v/C	v/C	v/C	v/C	v/C	v/C	v/C	v/C	
		Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	
		Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	
		Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	
		Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	
		Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	
4a	SR 78 / I-75 West	A			A			A			A		
		NB	LT	0	0	0	0	0	0	0	0	0	
				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
			Thru	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0.0	0.0	
		RT		0	0	0	0	0	0	0	0	0	
				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
		SB	LT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
				54	0	0	80	0	120	0	130	0	
				D			D		D		E		
				0.61	0.00	0.00	0.77	0.00	0.82	0.00	0.84	0.00	
				41	0	0	43	0	47	0	67	0	
				3	0	0	4	0	5	0	7.7	0.0	
			Thru	63	0	0	95	0	135	0	193	0	
				100	0	0	150	0	200	0	225	0	
				0			0		0		0		
				0.00	D		0.00	D	A	D	A	E	
				0	0	0	0	0	0	0	0	67.1	
		RT		72	0	0	100	0	80	0	70	0	
				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
		EB	LT	0.00	0.00	0.00	0.00	0.00	A	0.00	A	0.00	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				672	0	0	820	0	880	0	1000	0	
			Thru	A	++		B	B	B	++	B	++	
				0.36	0.00	0.00	0.49	0.00	0.56	0.00	0.59	0.00	
				10	0	0	13	0	16	0	16	15.6	
		RT		728	0	0	1120	0	1170	0	1160	0	
				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
		WB	LT	151	0	0	210	0	230	0	190	0	
				D			C		C		C		
				0.83	0.00	0.00	0.87	0.00	0.88	0.00	0.87	0.00	
				35.7	0	0	34.3	0	34	0	33	0	
				4.7	0	0	6.4	0	5.5	0	4.4	0	
				117.5	0	0	160	0	137.5	0	110	0	
			Thru	275	0	0	350	0	400	0	325	0	
				189.7	0	0	1900	0	1980	0	2110	0	
				A	++		A	A	A	++	A	++	
				0.80	0.00	0.00	0.81	0.00	0.87	0.00	0.92	0.00	
				0.3	0	0	0.3	0	0.6	0	0.7	0	
				2.9	0	0	3.7	0	4.1	0	3.4	0	
		RT		0	0	0	0	0	0	0	0	0	
				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

BABCOCK RANCH COMMUNITY - INCREMENT 1 NOPC
SIGNALIZED INTERSECTION ANALYSIS SUMMARY TABLE

ID#	Intersection
11a	SR 80 / I-75 West

		EXISTING CONDITIONS			FUTURE WITHOUT PROJECT			FUTURE WITH NOPC			FUTURE WITH MPD		
		CURRENT TIMING	RETIMING	WITH ADDITIONAL IMPROVEMENT	CURRENT TIMING	NEEDED IMPROVEMENT (Existing Conditions)	WITH ADDITIONAL IMPROVEMENT	CURRENT TIMING	NEEDED IMPROVEMENT (Future Without Project)	WITH ADDITIONAL IMPROVEMENT	NOPC NEEDED IMPROVEMENT	WITH ADDITIONAL IMPROVEMENT	
		Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	
		LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	
		v/C	v/C	v/C	v/C	v/C	v/C	v/C	v/C	v/C	v/C	v/C	
		Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	
		Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	
		Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	
		Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	
		Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	
11a	SR 80 / I-75 West	C			D			D			C		
		NB	LT	0	0	0	0	0	0	0	0	0	
				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
			Thru	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0.0	0.0	
		RT		0	0	0	0	0	0	0	0	0	
				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
		SB	LT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
				351	0	0	350	0	0	350	0	350	
				E		E		E		E		E	
				0.87	0.00	0.00	0.87	0.00	0.00	0.87	0.00	0.87	
				62	0	0	62	0	0	61	0	61	
				11	0	0	11	0	0	10	0	10.2	
			Thru	275	0	0	275	0	0	255	0	255	
				600	0	0	600	0	0	600	0	600	
				0		0	0		0	0		0	
				0.00	E	0.00	E	A	E	0.00	E	0.00	
				0	62	0	0	0	61	0	0	0	
		RT		172	0	0	170	0	0	240	0	250	
				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
		EB	LT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
			Thru	1331	C	0	1500	C	0	1670	C	1580	
				0.65	0.00	0.00	0.74	0.00	0.00	0.81	0.00	0.77	
				28	0	0	30	0	0	33	0	31	
		RT		202	0	0	340	0	0	210	0	200	
				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
		WB	LT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
				731	0	0	830	0	0	1030	0	1000	
				D		E		E		D		D	
				0.69	0.00	0.00	0.78	0.00	0.00	0.95	0.00	0.93	
				52.6	0	0	55.4	0	0	62.8	0	40.4	
				13.3	0	0	14.9	0	0	17.4	0	11.6	
			Thru	332.5	0	0	372.5	0	0	435	0	290	
				1225	0	0	1400	0	0	1725	0	1675	
				808		0	890		0	1340		1300	
				B	C	0.00	B	D	0.00	B	0.00	B	
				0.24	0.00	0.00	0.27	0.00	0.00	0.39	0.00	0.38	
				18.6	34.7	0	19.3	36.7	0	13.7	0	0.2	
		RT		0	0	0	0	0	0	0	0	0	
				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	
				n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

**BABCOCK RANCH COMMUNITY - INCREMENT 1 NOPC
SIGNALIZED INTERSECTION ANALYSIS SUMMARY TABLE**

ID#	Intersection		EXISTING CONDITIONS									FUTURE WITHOUT PROJECT									FUTURE WITH NOPC									FUTURE WITH MPD											
11b	SR 80 / I-75 East		CURRENT TIMING			RETIMING			WITH ADDITIONAL IMPROVEMENT			CURRENT TIMING			NEEDED IMPROVEMENT (Existing Conditions)			WITH ADDITIONAL IMPROVEMENT			CURRENT TIMING			NEEDED IMPROVEMENT (Future Without Project)			WITH ADDITIONAL IMPROVEMENT			NOPC NEEDED IMPROVEMENT			WITH ADDITIONAL IMPROVEMENT								
			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)								
			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)								
			v/C			v/C			v/C			v/C			v/C			v/C			v/C			v/C			v/C			v/C			v/C								
			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)								
			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)								
			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)								
			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)								
			Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall									
11b	SR 80 / I-75 East					F			C			F			C			C			F			D			D			D			D								
						NB	LT	325		۞۞	325		۞۞	0			340		۞۞	340		۞۞	340		۞۞	330		۞۞	330		۞۞	330		۞۞	330		۞۞				
								D			B			C			D			C			D			C			C			D			D						
								0.43			0.23			0.00			0.45			0.26			0.28			0.43			0.26			0.47			0.44						
								0			0			0			0			0			0			0			0			0			0						
								9			6			0			9			7			7			8			6			8			8.0						
								215			158			0			225			175			153			200			153			205			200						
								550			550			0			575			575			550			550			550			550			550						
								0			0			0			0			0			0			0			0			0			0						
								0.00	F		0.00	D		0.00			0.00	F		0.00	D		0.00	A	F		0.00	E		A	D		0.00	A	D		0.00				
								0	337		0	39		0	0		0	333		0	54		0	45		0	389		0	59		0	52		0	48.1		0	0.0		
								SB	RT	1412		۞۞۞	1412		۞۞۞	0			1410		۞۞۞	1410		۞۞۞	1530		۞۞۞	1530		۞۞۞	1530		۞۞۞	1530		۞۞۞	1570		۞۞۞	0	
										F			D			F			F			D			F			F			D			D			D				
										1.79			0.96			0.00			1.79			1.02			0.97			1.92			1.04			1.00			0.98			0.00	
										406			44			0			404.4			61.5			465.2			67			54.6			54.6			54.6			0	
										69			26			0			69																						

**BABCOCK RANCH COMMUNITY - INCREMENT 1 NOPC
SIGNALIZED INTERSECTION ANALYSIS SUMMARY TABLE**

ID#	Intersection		EXISTING CONDITIONS									FUTURE WITHOUT PROJECT									FUTURE WITH NOPC									FUTURE WITH MPD								
12	SR 80 / Orange River Road		CURRENT TIMING			RETIMING			WITH ADDITIONAL IMPROVEMENT			CURRENT TIMING			NEEDED IMPROVEMENT (Existing Conditions)			WITH ADDITIONAL IMPROVEMENT			CURRENT TIMING			NEEDED IMPROVEMENT (Future Without Project)			WITH ADDITIONAL IMPROVEMENT			NOPC NEEDED IMPROVEMENT			WITH ADDITIONAL IMPROVEMENT					
			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)					
			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)					
			v/C			v/C			v/C			v/C			v/C			v/C			v/C			v/C			v/C			v/C			v/C					
			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)					
			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)					
			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)					
			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)					
			Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall	Movement	Approach	Overall						
12	SR 80 / Orange River Road	NB	LT	390		F	390		C	390		B	630		F	630		C	570		F	570		C	0					520		C	0					
				E			F			E			F			E			E			E			0					E			0					
				0.87			1.03			0.89			1.05			1.06			0.97			0.89			0.00					0.86			0.00					
				0			0			0			0			0			0			0			0				0			0			0			
				12			17			9			27			19			14			17			0				10.2			0.0						
				290			433			228			685			463			355			413			280				255			0						
			650			650			650			1050			1050			950			950			950				875			0							
			0			0			0			20			20			20			20			20				180			0							
			0.00	E		0.00	F		0.00	E		0.00	F		0.00	F		0.00	E		A	E		A	E		0.00			A	E		0.00					
			0	55		0	94		0	71		0	87		0	99		0	71		0	63		0	59		0	0		0	56.2		0	0.0				
			SB	RT	93			93			93			150			150			150			160			160			0			210			0			
					D			D			D			D			D			D			D			D			0			D			0			
		0.46					0.55			0.72			0.55			0.83			0.55			0.58			0.59			0.00			0.67			0.00				
		47.3					51.4			66.8			44.3			75			44.2			45.1			45.7			0			0			0				
		6					6			7			9			11			9			8			8			0			11			0				
		138					143			168			213			265			213			208			263			0			263			0				
		n/a				n/a			n/a			n/a			n/a			n/a			n/a			n/a			n/a			n/a			n/a					
		2				2			30			30			30			30			30			30			0			40			0					
		E				E			E			F			F			D			F			D			0			E			0					
		0.34				0.34			0.34			0.85			1.19			0.31			0.85			0.31			0.00			0.42			0.00					
		63				63			63			89			206			55			90			55			0			56			0					
		0				0			0			9			13			2			8			2			0			2.3			0.0					
		10			10			10			223			330			48			210			43			0			58			0						
		25			25			25			50			50			50			50			50			0			75			0						
		0			0			0			10			10			10			10			10			0			10			0						
		0.00	E		0.00	E		0.00	E		0.00	F		0.00	F		D			A	F		D			0.00			D	D		0.00						
		0	63		0	63		0	63		0	89		0	206		53.8	48		0	90		53.8	49		0	0		0	54	52.7		0	0.0				
		EB	RT	4			4			4			70			70			70			70			70			0			60			0				
				0.00			0.00			0.00			0.00			0.00			0.27			A			D			0			D			0				
				0			0			0			0			0			43.8			0			0			0			0.38			0.00				
				0			0			0			0			0			3.9			0			45.7			0			50.5			0				
				0			0			0			0			0			97.5			0			3			0			3			0				
				0			0			0			0			0			n/a			90			n/a			0			83			0				
			n/a			n/a			n/a			n/a			n/a			n/a			n/a			n/a			n/a			n/a			n/a					
			13			13			13			70			70			70			70			70			0			50			0					
			E			E			E			E			E			E			E			E			0			E			0					
			0.40			0.40			0.40			0.81			0.81			0.81			0.80			0.81			0.00			0.67			0.00					
			56.9			57.7			57.7			57.3			57.1			55			58.2			58.2			0			56			0					
			0.8			0.8			0.8			3.2			4			4			3			3.5			0			2.6			0.0					
		20			20			20			80			100			100			75			87.5			0			65			0						
		25			25			25			125			125			125			125			125			0			100			0						
		2318			2318			2318			2330			2330			2330			2570			2570			0			2640			0						
		F	F	+++	F	C	+++	A	B	+++	F	F	+++	F	F	+++	A	A	+++	F	F	+++	A	A	+++	0.00			C	C	+++	0.00						
		1.39			1.06			0.99			1.39			1.16			0.94			1.51			0.98			0.00			0.99			0.00						
		188	187		30	31		10	10		207	202		98	97		9	10		268	263		9	10		0	0		29	29.0		0	0.0					
		WB	RT	632			632			632			700			700			700			630			630			0			630			0				
				0.00			0.00			0.00			0.00			0.00			0.00			0.00			0.00			0			0.00			0.00				
				0			0			0			0			0			0			0			0			0			0			0				
				0			0			0			0			0			0			0			0			0			0			0				
				0			0			0			0			0			0			0			0			0			0			0				
				0			0			0			0			0			0			0			0			0			0			0				
			1075			1075			1075			1175			1175			1175			1050			1050			n/a			1050			n/a					
			102			102			102			190			190			190			190			190			0			180			0					
			D			D			D			F			F			D			F			E			0			E			0					
			0.31			0.55			0.57			1.33			1.15			0.59			1.31			0.69			0.00			0.66			0.00					
			39.3			51.4			52.2			239.9			166.7			52.8			231.4			58.5			0			56.7			0					
			5.5			6.3			6.4			23.2			20.4			5.9			19.5			5.5			0			5.1			0					
		137.5			157.5			160			580			510			147.5			487.5			137.5			0			127.5			0						
		175			175			325			325			325			325			325			325			0			300			0						
		1224			1224			1224			1220			1220			1220			1410			1410			0			1520			0						
B	B	+++	B	B	+++	B	B	+++	C	E	+++	B	D	+++	C	C	+++	C	D	+++	C	C	+++	0.00			B	C	+++	0.00								
0.38			0.36			0.35			0.52			0.43			0.44			0.59			0.49			0.00			0.52			0.00								
13.9	16.1		12.5	15.6		10.7	14.1		26.9	55.8		18.9	38.9		19.8	24.4		2																				

**BABCOCK RANCH COMMUNITY - INCREMENT 1 NOPC
SIGNALIZED INTERSECTION ANALYSIS SUMMARY TABLE**

ID#	Intersection	EXISTING CONDITIONS									FUTURE WITHOUT PROJECT									FUTURE WITH NOPC									FUTURE WITH MPD								
13	SR 80 / SR 31	CURRENT TIMING			RETIMING			WITH ADDITIONAL IMPROVEMENT			CURRENT TIMING			NEEDED IMPROVEMENT (Existing Conditions)			WITH ADDITIONAL IMPROVEMENT			CURRENT TIMING			NEEDED IMPROVEMENT (Future Without Project)			WITH ADDITIONAL IMPROVEMENT			NOPC NEEDED IMPROVEMENT			WITH ADDITIONAL IMPROVEMENT					
		Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)			Traffic Volume (veh/hr)					
		LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)			LOS (HCM)					
		v/C			v/C			v/C			v/C			v/C			v/C			v/C			v/C			v/C			v/C			v/C					
		Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)			Total Delay (Seconds)					
		Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)			Queue (Vehicles)					
		Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)			Queue (Feet)					
		Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)			Storage (PPM)					
		Movement			Approach			Overall			Movement			Approach			Overall			Movement			Approach			Overall			Movement			Approach			Overall		
		E			E			E			F			E			D			F			F			D			E			D					
NB	LT	106			106			106			110			110			110			110			110			110			110			110					
		E			E			D			F			F			E			E			E			E			E			E					
		0.55			0.41			0.34			0.55			0.77			0.51			0.54			0.50			0.83			0.83			0.83					
		63			56			51			63			83			61			63			61			53			53			53					
		9			8			9			10			8			9			8			8			8			7.7			7.7					
		215			203			195			215			245			210			200			195			193			193			193					
		200			200			200			200			200			200			200			200			200			200			200					
		104			104			104			100			100			100			100			100			150			110			110					
		E		F	E		F	D		E	E		F	E		E		E	F	E		E		E	D		E	D		E		E					
		0.52			0.39			0.32			0.53			0.74			0.49			0.52			0.49			0.39			0.39			0.39			0.39		
63		244	56		135	51		59	63		239	83		104	61		66	63		238	61		66	53		61	53		60.6	53		60.6					
RT	283			283			283			280			280			280			280			280			280			280			280						
	F			F			E			F			F			E			F			E			F			F			F						
	1.65			1.23			0.81			1.63			1.03			0.84			1.63			0.85			0.00			0.00			0.00						
	378.3			193.7			64			371.8			119.5			68.5			369.7		</																

BABCOCK RANCH COMMUNITY - INCREMENT 1 NOPC
SIGNALIZED INTERSECTION ANALYSIS SUMMARY TABLE

ID#	Intersection
15	SR 80 / Tropic Ave

		EXISTING CONDITIONS			FUTURE WITHOUT PROJECT			FUTURE WITH NOPC			FUTURE WITH MPD				
		CURRENT TIMING	RETIMING	WITH ADDITIONAL IMPROVEMENT	CURRENT TIMING	NEEDED IMPROVEMENT (Existing Conditions)	WITH ADDITIONAL IMPROVEMENT	CURRENT TIMING	NEEDED IMPROVEMENT (Future Without Project)	WITH ADDITIONAL IMPROVEMENT	NOPC NEEDED IMPROVEMENT	WITH ADDITIONAL IMPROVEMENT			
		Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)	Traffic Volume (veh/hr)			
		LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)	LOS (HCM)			
		v/C	v/C	v/C	v/C	v/C	v/C	v/C	v/C	v/C	v/C	v/C			
		Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)	Total Delay (Seconds)			
		Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)	Queue (Vehicles)			
		Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)	Queue (Feet)			
		Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)	Storage (PPM)			
		Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall	Movement Approach Overall			
15	SR 80 / Tropic Ave	NB	LT	21 E 0.28 0 2 45 50 5	B 0 0.00 0 0 0 0 0	0 0.00 0 0 0 0 0 0	70 F 0.75 0 7 180 125 10	B 0 0.62 0 7 163 125 10	C 0 0.00 0 7 163 125 10	110 F 29.00 0 14 345 200 20 A	C 110 E 29.00 0 14 225 200 20 A	C 110 E 29.00 0 14 225 200 20 A	C 110 D 0.58 35 5.2 130 200 110	F 110 D 0.58 35 5.2 130 200 110	C 110 D 0.58 35 5.2 130 200 110
				0.00 0 71	0.00 0 0	0.00 0 0	0.00 F 88	0.00 E 73	0.00 E 0	0.00 F 169	0.00 A E 70	0.00 A E 69	0.12 D 35	0.12 D 35	0.12 D 35
				7 E 0.15 66.3 1 25 n/a 51	0 0.00 0 0 0 n/a 0	0 0.00 0 0 0 n/a 0	20 E 0.26 63.8 2 58 n/a 60	20 E 0.26 60.7 2 58 n/a 60	30 E 29.00 66.2 4 95 n/a 60	30 E 29.00 55.4 3 85 n/a 60	30 D 29.00 52.8 3 50 n/a 60	30 D 29.00 52.8 3 50 n/a 60	30 C 0.14 52.8 1 28 n/a 50	30 C 0.14 52.8 1 28 n/a 50	30 C 0.14 52.8 1 28 n/a 50
				51 E 0.46 72 4 110 100 1	0 0.00 0 0 0 0 0 0	0 0.00 0 0 0 0 0 0	60 E 0.48 71 5 128 100 10	60 E 0.40 67 5 123 100 10	60 E 0.00 67 5 123 100 10	60 E 11.00 76 5 125 100 10 A	60 E 11.00 63 4 110 100 10 A	60 E 11.00 63 4 110 100 10 A	50 D 0.25 38 2.1 53 100 0 A	50 D 0.25 38 2.1 53 100 0 A	50 D 0.25 38 2.1 53 100 0 A
				0.00 0 72	0.00 0 0	0.00 0 0	0.00 E 68	0.00 E 65	0.00 E 0	11.00 A E 71	11.00 A E 59	11.00 A E 58	0.00 C 33.6	0.00 C 33.6	0.00 C 33.6
				44 E 0.49 70.9 3.8 95 n/a 106	0 0.00 0 0 0 n/a 0	0 0.00 0 0 0 n/a 0	50 E 0.46 66.4 4.9 122.5 n/a 110	50 E 0.38 62.7 4.7 117.5 n/a 110	50 E 11.00 66.3 4.5 112.5 n/a 110	50 E 11.00 55.1 4.1 102.5 n/a 110	50 D 11.00 53.1 3.3 82.5 n/a 120	60 C 0.22 30.3 2 55 n/a 120	60 C 0.22 30.3 2 55 n/a 120	60 C 0.22 30.3 2 55 n/a 120	
				A 0.30 5 1.9 47.5 200 2000	0.00 0 0 0 0 0 0	0.00 0 0 0 0 0 0	A 0.39 8.4 2.5 62.5 200 2000	A 0.41 9.8 2.7 67.5 200 2000	A 0.00 9.4 2.5 67.5 200 2060	A 0.00 15.1 2.4 62.5 200 2060	A 0.00 12.2 2.4 60 200 2060	B 7.00 19 2.2 55 200 2290	B 7.00 19 2.2 55 200 2290	B 7.00 19 2.2 55 200 2290	
				0.85 12 11	0.00 0 0	0.00 0 0	B 0.91 18	C 0.93 21	B 0.00 18	B 7.00 18	D 7.00 39	D 7.00 27	F 1.27 138	F 0.88 18	F 0.88 18
				12 A 0.01 3.6 0.2 5 25	0 0.00 0 0 0 n/a 0	0 0.00 0 0 0 n/a 0	10 A 0.01 5.3 0.2 5 25	10 A 0.01 6.1 0.2 5 25	30 A 7.00 5.5 0.5 12.5 50	30 A 7.00 8.6 0.7 17.5 50	30 A 7.00 7.1 0.6 15 50	30 A 7.00 7.1 0.6 13 50	30 A 0.04 7.5 1 13 50	30 A 0.04 7.6 1 13 50	30 A 0.04 7.6 1 13 50
				12 B 0.09 17.4 0.4 10 25	0 0.00 0 0 0 0 0	0 0.00 0 0 0 0 0	40 C 0.30 32.8 2.5 62.5 75	40 D 0.32 37.1 2.4 60 75	60 D 6.00 40.2 3.4 85 100	60 D 6.00 41.7 3.1 77.5 100	60 D 6.00 42.1 3.2 80 100	60 C 0.35 22.3 1.5 37.5 100	60 C 0.33 20.4 1.5 37.5 100	60 C 0.33 20.4 1.5 37.5 100	
				1061 A 0.46 7.5	0 0.00 0 0	0 0.00 0 0	1250 B 0.57 10.3	1250 B 0.58 11.8	1330 B 6.00 10.8	1330 B 6.00 10.8	1330 B 6.00 16.6	1330 B 6.00 14.7	1550 C 0.87 21.2	1550 C 0.87 21.2	1550 C 0.87 21.2
				28 A 0.03 4.6 0.6 15 50	0 0.00 0 0 0 n/a	0 0.00 0 0 0 n/a	40 A 0.04 5.7 1 25 75	40 A 0.04 6.6 1 25 75	30 A 6.00 5.7 0.6 15 50	30 A 6.00 8.8 0.7 17.5 50	30 A 6.00 7.2 0.6 15 50	30 A 6.00 7.2 0.6 15 50	30 A 0.04 8.1 0.5 12.5 50	30 A 0.04 8.1 0.5 12.5 50	30 A 0.04 8.1 0.5 12.5 50

BABCOCK RANCH COMMUNITY - INCREMENT 1 NOPC
UNSIGNALIZED INTERSECTION ANALYSIS SUMMARY TABLE

[illegible]

BABCOCK RANCH COMMUNITY - INCREMENT 1 NOPC
UNSIGNALIZED INTERSECTION ANALYSIS SUMMARY TABLE

[illegible]

YEAR 2021 SYNCHRO ARTERIAL ANALYSIS



Arterial Level of Service

Arterial Level of Service: NB SR 31

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bayshore Rd	I	40	104.4	13.1	117.5	1.16	35.5	B
North River Rd	I	56	80.9	19.2	100.1	1.27	45.6	A
Project Entrance	I	56	36.5	21.2	57.7	0.50	31.2	C
Project Entrance	I	58	62.9	12.9	75.8	1.01	48.1	A
D-D	I	57	56.8	10.5	67.3	0.90	48.0	A
C-C	I	55	49.4	8.6	58.0	0.76	46.9	A
B-B	I	55	57.5	9.2	66.7	0.88	47.5	A
Total	I		448.4	94.7	543.1	6.47	42.9	A

Arterial Level of Service: SB SR 31

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cook Brown Rd	I	60	626.0	9.7	635.7	10.35	58.6	A
Horseshoe Rd	I	55	57.5	9.0	66.5	0.88	47.6	A
D-D	I	55	49.4	10.7	60.1	0.76	45.2	A
Busbee Ln	I	58	55.7	12.1	67.8	0.90	47.6	A
Shirley Ln	I	57	64.2	12.4	76.6	1.01	47.6	A
Old Bayshore Rd	I	58	36.5	22.3	58.8	0.50	30.6	C
Bayshore Rd	I	58	79.0	42.5	121.5	1.27	37.6	B
Total	I		968.3	118.7	1087.0	15.66	51.9	A

YEAR 2026 SYNCHRO ARTERIAL ANALYSIS

Arterial Level of Service

Arterial Level of Service: NB SR 31

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 80	I	40	11.5	56.5	68.0	0.10	5.3	F
Bayshore Rd	I	39	131.2	20.9	152.1	1.41	33.5	C
North River Rd	I	56	80.9	25.2	106.1	1.27	43.0	A
Project Entrance	I	59	36.3	21.6	57.9	0.50	30.9	C
Project Entrance	I	55	66.5	21.1	87.6	1.02	41.7	B
D-D	I	57	56.8	20.2	77.0	0.90	42.0	B
C-C	I	55	49.4	10.5	59.9	0.76	45.4	A
B-B	I	55	57.5	10.8	68.3	0.88	46.3	A
Total	I		490.1	186.8	676.9	6.83	36.3	B

Arterial Level of Service: SB SR 31

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cook Brown Rd	I	60	626.0	11.3	637.3	10.35	58.5	A
Horseshoe Rd	I	55	57.5	10.2	67.7	0.88	46.8	A
D-D	I	55	49.4	14.9	64.3	0.76	42.3	A
Busbee Ln	I	58	55.7	14.0	69.7	0.90	46.3	A
Shirley Ln	I	55	66.5	21.1	87.6	1.02	41.7	B
Old Bayshore Rd	I	56	36.3	11.4	47.7	0.50	37.5	B
Bayshore Rd	I	58	79.0	72.6	151.6	1.27	30.1	C
SR 80	I	40	127.2	42.1	169.3	1.41	30.1	C
Total	I		1097.6	197.6	1295.2	17.07	47.5	A