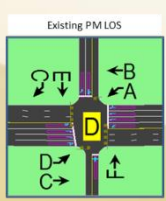
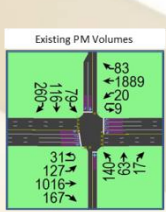
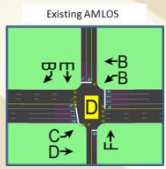
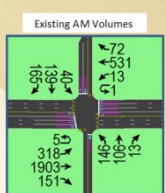


Observations:
 Intersection on the boundary of City of Southlake and City of Keller (boundary shown by the aerial's grey line)
 Large NB (500') and SB (225') queue, but they clear in time
 Minor street has split phasing.
 No curb ramp on the SW corner and poor pedestrian accommodations

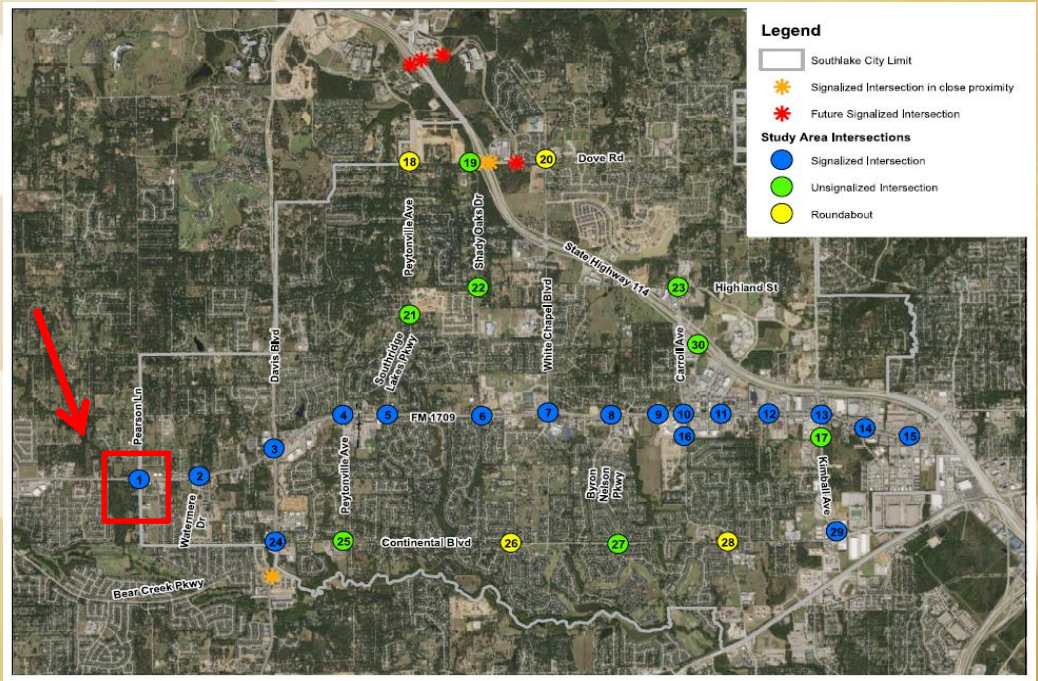
Geometric Recommendations:
 Construct northbound left turn bay (160') and restripe northbound approach to L, TR as seen in plans provided by the City
 Construct southbound left turn bay (130') and restripe southbound approach to L, T, R

Signal Timing Recommendations:
 Change minor street phasing from split phase to protected + permitted
 Overall: Retime FM 1709 corridor after Davis/Randolf Mill construction

Pedestrian Facility Recommendations:
 Reconstruct two directional curb ramps aligned with crosswalks on each corner
 Place push buttons at landing of each ramp
 Restripe crosswalks and stopbars to align with new curb ramps
 Provide count down PED signal heads for EB and WB approaches



Intersection	Controlled Approach	Existing 2016 Traffic Existing Conditions				Existing 2016 Traffic with Proposed Recommendations¹			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (SEC/VEH)	LOS	Delay (SEC/VEH)	LOS	Delay (SEC/VEH)	LOS	Delay (SEC/VEH)	LOS
1 Southlake Boulevard (FM 1709) at Pearson Lane	EB	50.1	D	29.6	C	26.0	C	21.6	C
	WB	12.6	B	17.0	B	9.1	A	9.1	A
	NB	103.2	D	236.2	D	50.8	D	50.9	D
	SB	36.0	D	45.2	D	32.7	C	47.4	D
	Overall	46.8	D	38.1	D	26.0	C	20.3	C



Kimley»Horn Southlake Citywide Intersections Analysis Southlake Blvd (FM 1709) and Pearson Lane **Figure 1**

Exhibit C

Intersection Exhibits

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