



Traffic Signal Timing Optimization

Fry Road **Harris County, Texas**

Draft Report

Prepared for:



Prepared by:

Kimley-Horn and Associates, Inc.
Houston, Texas
TBPE Firm No. F-928

September 2022

Kimley»Horn

Traffic Signal Timing Optimization

**Fry Road
Harris County, Texas**

Draft Report

**Prepared for:
Harris County Engineering Department**

DOCUMENT IS FOR INTERIM REVIEW AND
NOT INTENDED FOR CONSTRUCTION
BIDDING, OR PERMIT PURPOSES.

P. MANU ISAAC, P.E.

87756

TEXAS SERIAL NO.

September 7, 2022

DATE

Prepared by:

Kimley»Horn

TBPE Firm No. F-928
11700 Katy Freeway Suite 800
Houston, TX 77079
281-597-9300

September 2022

KHA Project No. 067420017

Table of Contents

1.0	Introduction.....	1
1.1	Description of the Project Area	1
1.2	Project Scope.....	2
2.0	Data Collection	4
2.1	Existing Conditions - Arterial and Intersections.....	4
2.2	Existing Signal Operations	4
2.3	Field Observations.....	6
2.4	Traffic Volume Counts.....	6
2.5	Travel Time Runs	7
3.0	Traffic Signal Analyses.....	7
3.1	Number of Signal Timing Plans	7
3.2	Synchro™ Models.....	8
3.3	Vehicle and Pedestrian Clearance Times	9
3.4	System and Cycle Length Analysis	9
3.5	Proposed Signal Timing Plans.....	10
3.6	Recommendations for Specific Intersections.....	12
4.0	Field Implementation and Findings	14
5.0	Summary	14

Appendix

Appendix A: Traffic Data

Appendix B: Travel Time Runs

Appendix C: Synchro & Tru-Traffic Outputs

Appendix D: Summary Timing Sheets

1.0 Introduction

Kimley-Horn was authorized by Harris County to implement optimized traffic signal timing plans along Fry Road. The corridor requires timing adjustments due to increased traffic volumes and delays and the addition of new traffic signals due to growth and development in the area. This report presents findings related to the development of signal timing plans for 27 intersections, along Fry Road in Harris County, Texas.

1.1 Description of the Project Area

Table 1 lists the 27 Harris County project signalized intersections along Fry Road. Three (3) TxDOT controlled intersections (shown in RED below) are along Fry Road in the study area but were not included in this study. Future coordination with TxDOT will need to be done after implementation of the new signal timings along Fry Road, to provide coordination through these signals. Fry Road was divided into two Zones for purposes of signal timing optimization modeling. All signals south of FM 529 were part of Zone A, and all signals north of FM 529 were part of Zone B.

Table 1
Project Area Intersections

Index	Main	Side Street	Zone	Index	Main	Side Street	Zone
1	US 290 FR	Fry Rd / Cypress Rosehill Rd	-	16	Fry Rd	Chilton Bluff Blvd / Maricopa Ridge Dr	B
2	Fry Rd	Hempstead Rd	-	17	Fry Rd	Longenbaugh Rd	B
3	Fry Rd	Mound Rd / House & Hahl Rd	B	18	Fry Rd	Rustic Lake Ln	B
4	Fry Rd	Sunny Springs Ln	B	19	Fry Rd	Tealbrook Dr	B
5	Fry Rd	Wheaton Crest Ln / Durango Falls Ln	B	20	FM 529	Fry Rd	-
6	Fry Rd	N Bridgeland Lake Pkwy / Cypress N Houston Rd	B	21	Fry Rd	High Stone Ln	A
7	Fry Rd	Warner Smith Blvd / Apple River Dr	B	22	Fry Rd	Arbor Creek Dr / Highland Creek Ranch Dr	A
8	Fry Rd	Bridgeland Creek Pkwy	B	23	Fry Rd	Stockton Falls Dr / Cannon Fire Dr	A
9	Fry Rd	Brazos Sage Dr	B	24	Fry Rd	W Little York Rd	A
10	Fry Rd	Cypress Plaza Pkwy	B	25	Fry Rd	Plantation Grove Trail	A
11	Fry Rd	Tuckerton Rd	B	26	Fry Rd	Coldfield Dr	A
12	Fry Rd	Bridge Creek Terrace Dr / Miramesa Dr	B	27	Fry Rd	Bear Hunters Dr / Blackwater Dr	A
13	Fry Rd	Miramesa Town Center	B	28	Fry Rd	Kieth Harrow Blvd	A
14	Fry Rd	West Rd	B	29	Fry Rd	Windystone Dr	A
15	Fry Rd	Morrison Grove Dr	B	30	Fry Rd	Windstone Manor Blvd	A

Fry Rd at US 290, Hempstead Rd, and FM 529 are operated by TxDOT rather than Harris County. Hence, timing implementation is not required at these intersections for this study. **Figure 1** shows the project area limits in Harris County. The intersection of Clay Road with Fry Road was not included as a part of this

study; however, the splits, offsets, and cycle lengths at Clay Road were considered when establishing coordination for Zone A in order to enhance progression along the corridor.

1.2 Project Scope

The purpose of this project is to provide optimized traffic signal timing plans at the 27 project area intersections and to document the results of the signal timing effort. Specifically, this report will address the following areas:

- Data collection
- Analyses
- Field Implementation and Findings
- Summary

Figure 1
Barker Cypress Project Area Intersections

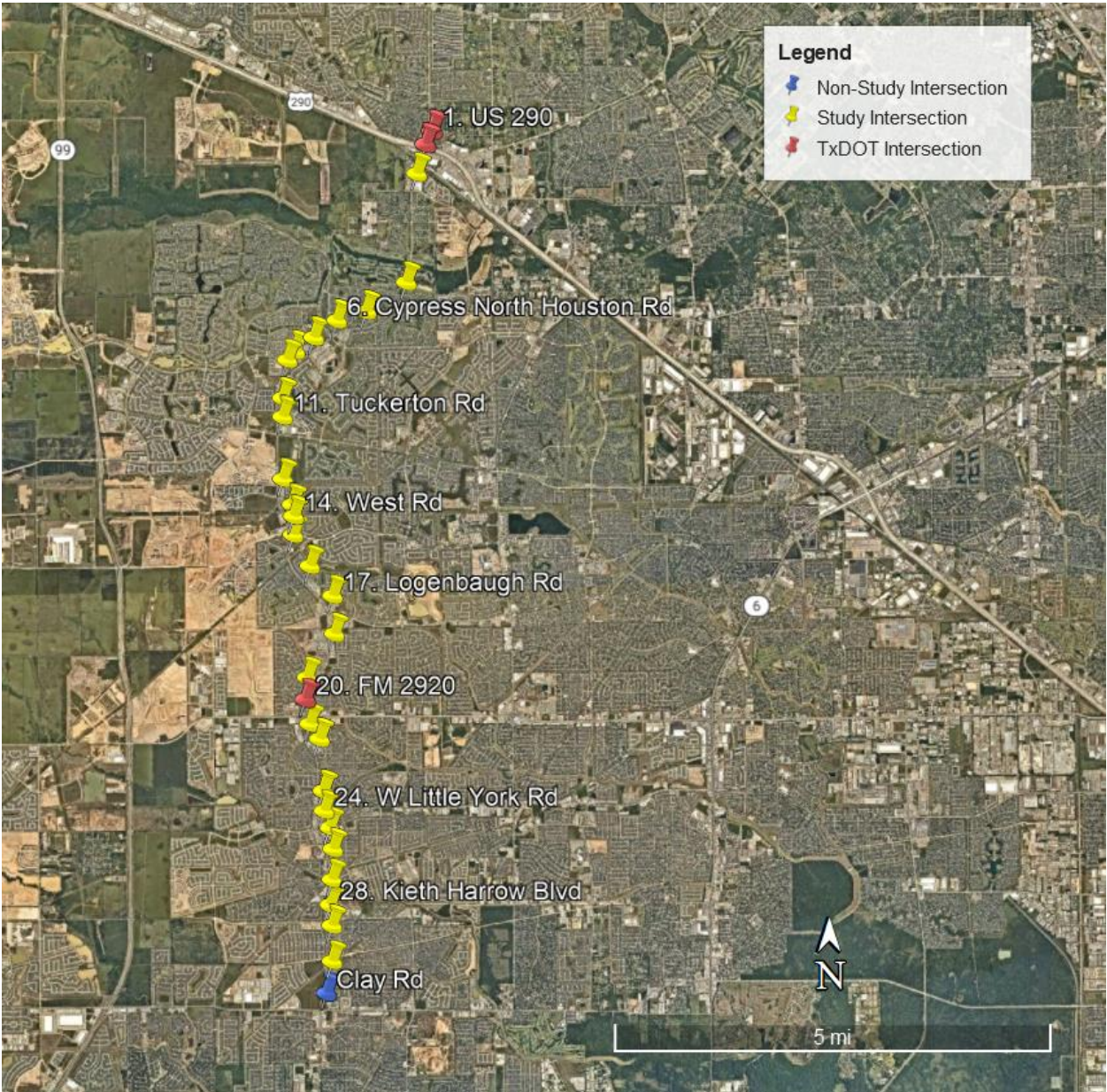


Image Provided by Google Earth and Nearmap

2.0 Data Collection

The initial data collection effort for the project included all related intersection lane configurations and roadway geometrics, existing signal operations, general field observations, and peak period turning movement counts. Signal timing data for study intersections along Fry Road was provided by Harris County. No traffic data was collected at the three TxDOT intersections. For the 27 Harris County intersections, traffic data collected was performed by National Data & Surveying Services (NDS).

2.1 Existing Conditions - Arterial and Intersections

Within the project extents, Fry Road is a four-lane north-south concrete roadway. From the north end of the project limits to a point 750' south of the intersection with Longenbaugh Road, Fry Road is primarily a 92' wide road. The typical cross section consists of two 12' lanes and a 6' shoulder in each direction with ditch drainage divided by a 32' wide raised grass median with curb. From this point southward to a point 500' north of FM 529, Fry Road transitions to a 78' wide road consisting of two 12' lanes in each direction with curb and gutter drainage divided by a 30' wide raised grass median with curb. From this point southward, Fry Road transitions to a 62' wide roadway consisting of two 12' lanes in each direction with ditch drainage divided by a 14' wide raised grass median. This general cross section remains the same for the project extents except for a decrease to a 60' wide roadway between Coldfield Drive and Kieth Harrow Boulevard.

At most intersections, including unsignalized side streets, the raised median is reduced to accommodate the addition of a dedicated left-turn lane. Median openings are provided along the corridor at most side streets and driveways.

The speed limit along Fry Road is 45 mph for the project extents. The speed limit along side streets ranges from 25 to 45 mph. Land use within the area is primarily private residential single-family homes, with some schools and commercial/retail.

2.2 Existing Signal Operations

Harris County provided information regarding existing signal timings and phasing, including phase sequences and controller timing parameters (e.g., minimums, maximums, yellow clearances, all-reds, walk times, pedestrian clearances, lead/lag phasing, coordination splits, and recalls). During limited field investigations, the existing traffic signal timings, sequences, left-turns phasing, coordination status, and general operations were observed and major traffic signal components at each intersection were noted. A summary of the existing signal operations along Fry Road is shown in **Table 2**.

Table 2
Existing Signal Operations

Node	Main	Side Street	Major LT Phasing	Cross Street LT Phasing	Cycle Lengths		
					AM Peak	MD Peak	PM Peak
3	Fry Rd	Mound Rd / House & Hahl Rd	Protected	FYA	120	100	135
4	Fry Rd	Sunny Springs Ln	FYA	Permitted	FREE	FREE	FREE
5	Fry Rd	Wheaton Crest Ln / Durango Falls Ln	FYA	Permitted	FREE	FREE	FREE
6	Fry Rd	N Bridgeland Lake Pkwy / Cypress N Houston Rd	Protected	Protected	FREE	FREE	FREE
7	Fry Rd	Warner Smith Blvd / Apple River Dr	Protected	Protected	120	90	90
8	Fry Rd	Bridgeland Creek Pkwy	FYA	Permitted	FREE	FREE	FREE
9	Fry Rd	Brazos Sage Dr	FYA	Permitted	FREE	FREE	FREE
10	Fry Rd	Cypress Plaza Pkwy	FYA	Permitted	FREE	FREE	FREE
11	Fry Rd	Tuckerton Rd	Protected	Protected	FREE	FREE	FREE
12	Fry Rd	Bridge Creek Terrace Dr / Miramesa Dr	FYA	FYA	FREE	FREE	FREE
13	Fry Rd	Miramesa Town Center	FYA	Split	FREE	FREE	FREE
14	Fry Rd	West Rd	Protected	Protected	FREE	FREE	FREE
15	Fry Rd	Morrison Grove Dr	FYA	Permitted	FREE	FREE	FREE
16	Fry Rd	Chilton Bluff Blvd / Maricopa Ridge Dr	FYA	Permitted	FREE	FREE	FREE
17	Fry Rd	Longenbaugh Rd	Protected	Protected	FREE	FREE	FREE
18	Fry Rd	Rustic Lake Ln	Protected	Permitted	120	105	135
19	Fry Rd	Tealbrook Dr	Protected	Permitted	80	70	90
21	Fry Rd	High Stone Ln	FYA	Permitted	80	70	90
22	Fry Rd	Arbor Creek Dr / Highland Creek Ranch Dr	Protected	Permitted	FREE	FREE	FREE
23	Fry Rd	Stockton Falls Dr / Cannon Fire Dr	Protected	Permitted	120	105	135
24	Fry Rd	W Little York Rd	Protected	Protected	120	105	120
25	Fry Rd	Plantation Grove Trail	Protected	Permitted	120	105	135
26	Fry Rd	Coldfield Dr	Protected	Permitted	FREE	FREE	FREE
27	Fry Rd	Bear Hunters Dr / Blackwater Dr	Protected	Permitted	120	105	135
28	Fry Rd	Kieth Harrow Blvd	Protected	FYA	FREE	FREE	FREE
29	Fry Rd	Windystone Dr	Protected	Permitted	120	105	135
30	Fry Rd	Windstone Manor Blvd	FYA	Permitted	FREE	FREE	FREE

Econolite controllers, using EOS software and communicating via Centrac, are being used at all project intersections. Communication is being provided to all project intersections along Fry Road using fiber optic cable and Centrac software directly to the Harris County TMC. All intersections with communication abilities are online and communicating with the Harris County traffic management center. Most of the Harris County signalized intersections were running free. Those that were running timing plans with splits

that varied based on time of day typically were not coordinated with surrounding intersections throughout the day. Loops are used for detection at all Harris County operated study intersections along the corridor.

2.3 Field Observations

Field observations were made during travel time runs and revealed some issues. While progression was a problem AM and PM peaks with multiple stops throughout the corridor and an average speed of 24-27 mph throughout the corridor, few backups were observed. Of these, the most notable backups were observed during the AM peak hour in the northbound direction. At Clay Road, FM 529, and Rustic Lake Lane, northbound left-turning traffic was observed to queue beyond the left-turn bay into the main lanes and impede the flow of northbound through traffic. Further field observations will be performed during field implementation and recommendations will be added and refined.

2.4 Traffic Volume Counts

Turning movement counts (TMCs) specify the number of vehicles by approach direction and by movement (i.e., left turn, straight through, or right turn) in 15-minute increments. For each time period, intersection peak hour turning movement counts were used for the signal optimization modeling. The raw turning movement count data is provided in **Appendix A**.

12-hour weekday TMCs were collected at eight of the major intersections along the corridor, while 2-hour weekday TMCs were collected at the remaining 19 Harris County signals along Fry Road. See **Table 3** for a breakdown of the type of counts collected at each intersection. TMCs were collected by National Data & Surveying Services on Tuesday, April 26, 2022; Wednesday, April 27, 2022; and on Wednesday, May 4, 2022. 12-hour TMCs were collected from 6:30am to 6:30pm and 2-hour TMCs were collected from 6:30am to 8:30am and from 4:30pm to 6:30pm.

Table 3
Type of Turning Movement Counts Collected

Index	Type of Counts	Index	Type of Counts
1	None	15	2-hr TMC
2	None	16	2-hr TMC
3	2-hr TMC	17	12-hr TMC
4	2-hr TMC	18	12-hr TMC
5	2-hr TMC	19	2-hr TMC
6	12-hr TMC	20	None
7	12-hr TMC	21	2-hr TMC
8	2-hr TMC	22	2-hr TMC
9	2-hr TMC	23	2-hr TMC
10	2-hr TMC	24	12-hr TMC
11	12-hr TMC	25	2-hr TMC
12	2-hr TMC	26	2-hr TMC
13	2-hr TMC	27	2-hr TMC
14	12-hr TMC	28	12-hr TMC
15	2-hr TMC	29	2-hr TMC
16	2-hr TMC	30	2-hr TMC

2.5 Travel Time Runs

One method of determining the benefits of a signal timing project is to examine before and after travel time runs collected along the project corridor using a hybrid of the “floating car” and “average car” techniques. The “floating car” technique requires the test vehicle driver to “float” with traffic by trying to pass as many cars as pass the test vehicle. The “average car” method dictates the test vehicle maintain a median pace set by the driver’s perception of adjacent vehicles’ speed. Using a blend of these techniques, *before* travel time runs are made at the beginning of the project prior to any signal timing changes. Following the implementation of the recommended timing improvements, *after* travel time runs are done.

All travel time runs are made by a test vehicle with laptop software that utilizes the global positioning system (GPS). The software used is Tru-Traffic which records a GPS coordinate approximately every second. The accompanying software electronically records the test vehicle’s speed and distance traveled, in addition to a time stamp when the vehicle passes through a signalized intersection. The theoretical vehicle-seconds of delay is the difference between the measured travel time of the test vehicle over a specified distance and the time it takes a vehicle to travel the same distance at the posted speed limit without slowing down or stopping.

Before travel time runs are used to establish baseline conditions, determine appropriate progression speeds, and identify areas where recurrent congestion may adversely affect progressive traffic movement. For AM and PM peak signal timing plan periods, three before and after travel time runs are conducted in each direction along the corridor, namely:

- AM Peak (6:30 AM – 9:00 AM on weekdays)
- PM Peak (3:00 PM – 6:00 PM on weekdays)

This section of the report will be updated with a comparison of before and after travel time runs and a summary of travel time savings in the final report. A summary of the travel time runs will be included in **Appendix B** as part of the final report.

3.0 Traffic Signal Analyses

3.1 Number of Signal Timing Plans

Per the scope, Harris County indicated the need for three (3) signal timing plans for each of the signalized intersections: Weekday AM Peak, MD Peak, and PM Peak. The number of timing plans that are required to accommodate predictable traffic variation is determined by existing conditions, qualitative field observations and traffic volume data. Based on the analysis data, it was determined that four unique timings plans would serve the Fry Road study area well. Those unique signal timing plans are as follows:

1. AM Peak
2. MD Peak
3. PM Peak
4. Off Peak

3.2 *Synchro™ Models*

Synchro™ models were created for four (4) peak periods – AM, MD, PM and Off. These models were used for initial evaluation and analysis of the system, including capacity, level of service (LOS) analysis, and signal timing optimization for the development of proposed signal timing plans. For each project intersection, the overall intersection LOS, delay and volume to capacity (v/c) ratio was evaluated to ensure the proposed plans provided the most optimized and efficient intersection conditions. A summary of the existing level of service (LOS) along Fry Road is shown in **Table 4**.

Table 4
Existing Level of Service (LOS)

Index	INTERSECTION		AM PEAK		MD PEAK		PM PEAK	
	Main	Side Street	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
3	Fry Rd	Mound Rd / House & Hahl Rd	33.9	C	-	-	34.6	C
4	Fry Rd	Sunny Springs Ln	6.1	A	-	-	7.0	A
5	Fry Rd	Wheaton Crest Ln / Durango Falls Ln	10.1	B	-	-	9.1	A
6	Fry Rd	N Bridgeland Lake Pkwy / Cypress N Houston Rd	43.0	D	26.9	C	38.3	D
7	Fry Rd	Warner Smith Blvd / Apple River Dr	46.7	D	9.7	A	25.3	C
8	Fry Rd	Bridgeland Creek Pkwy	14.3	B	-	-	21.1	C
9	Fry Rd	Brazos Sage Dr	7.9	A	-	-	7.1	A
10	Fry Rd	Cypress Plaza Pkwy	8.7	A	-	-	13.5	B
11	Fry Rd	Tuckerton Rd	37.4	D	34.4	C	59.8	E
12	Fry Rd	Bridge Creek Terrace Dr / Miramesa Dr	12.5	B	-	-	15.8	B
13	Fry Rd	Miramesa Town Center	1.5	A	-	-	1.6	A
14	Fry Rd	West Rd	18.7	B	18.8	B	25.0	C
15	Fry Rd	Morrison Grove Dr	8.8	A	-	-	11.0	B
16	Fry Rd	Chilton Bluff Blvd / Maricopa Ridge Dr	11.1	B	-	-	11.6	B
17	Fry Rd	Longenbaugh Rd	25.4	C	16.3	B	26.1	C
18	Fry Rd	Rustic Lake Ln	45.0	D	14.3	B	22.1	C
19	Fry Rd	Tealbrook Dr	13.2	B	-	-	17.4	B
21	Fry Rd	High Stone Ln	10.0	A	-	-	10.6	B
22	Fry Rd	Arbor Creek Dr / Highland Creek Ranch Dr	20.4	C	-	-	22.7	C
23	Fry Rd	Stockton Falls Dr / Cannon Fire Dr	19.9	B	-	-	23.6	C
24	Fry Rd	W Little York Rd	49.9	D	39.3	D	56.0	E
25	Fry Rd	Plantation Grove Trail	10.7	B	-	-	16.2	B
26	Fry Rd	Coldfield Dr	16.2	B	-	-	20.4	C
27	Fry Rd	Bear Hunters Dr / Blackwater Dr	10.5	B	-	-	16.4	B
28	Fry Rd	Kieth Harrow Blvd	32.7	C	25.1	C	40.9	D
29	Fry Rd	Windystone Dr	14.3	B	-	-	14.6	B
30	Fry Rd	Windstone Manor Blvd	8.0	A	-	-	9.3	A

Based on the existing LOS analysis, all Harris County signalized intersections along the study corridor operate at LOS D or better during the AM peak period. The same is true for major Harris County

intersections during the MD peak period. Delay and LOS is not reported for the MD peak period for intersections at which 12-hour TMCs were not collected. The LOS at the intersection of Fry Rd at Tuckerton Rd and Fry Rd at W Little York Rd report LOS E during the PM peak period. The majority of these intersections are currently operating free throughout the day and thus the greatest improvement in LOS, especially at major intersections, will be to operate these signals in coordination.

3.3 Vehicle and Pedestrian Clearance Times

Prior to signal timing development, a critical aspect of the process is to check both the pedestrian and vehicle clearance times. Vehicle clearance times are calculated based on guidelines provided by the Institute of Transportation Engineers (ITE). The yellow clearance interval is primarily a function of the speed of the roadway facility and red clearance is a function of both speed and crossing width of the intersection.

Harris County has already calculated all pedestrian and vehicle clearance times and wanted to keep the existing numbers the same. Thus, the evaluation of pedestrian and vehicle clearance times intervals was outside the scope of this study.

3.4 System and Cycle Length Analysis

A systems analysis of the traffic model for each of the peak periods was performed using the Synchro signal timing optimization tool to evaluate and compare various measures of effectiveness (MOEs) such as total delay, stops, and total travel time for various cycle lengths. Each intersection was optimized for optimal performance with an overall objective of reduced delays. Using the traffic models for each peak period, recommended cycle lengths were determined based on Synchro's MOEs results, existing field conditions, traffic engineering judgment, and knowledge of appropriate cycle lengths for similar intersections gained through signal timing experience.

Based on this analysis, two (2) zones were identified within the study area which were then evaluated independently to determine cycle lengths.

Zone A includes the intersections south of FM 529 from [30] Windstone Manor Boulevard to [21] High Stone Lane. This portion of Barker Cypress primarily acts as a north/south thoroughfare to move traffic between IH 10 and FM 529 while also serving multiple single-family housing developments. FM 529 at Fry Road is not included in any zone because it is coordinated by TxDOT to run with the signals to the east and west along FM 529, unlike all other signals along the analysis corridor which are coordinated north-south along Fry Road.

Zone B covers Fry Road north of FM 529, including the intersections from [19] Tealbrook Drive to [4] Sunny Springs Lane. This part of the corridor also serves multiple single-family housing developments but primarily acts as a north/south thoroughfare to move traffic between FM 529 and US 290. US 290 and Hempstead Road are excluded from this coordination zone because they are TxDOT operated intersections. The intersection of Fry Road with Mound Road is operated by Harris County; however, it is approximately 1.25 miles from the next Harris County operated intersection (Sunny Springs Lane) and is in close proximity with the intersection at Hempstead Road. For these reasons, the Mound Road intersection will operate better in FREE mode operation.

Based on the cycle length analysis, the recommended signal timing cycle lengths are 150 seconds for the AM peak period, 120 seconds for the MD peak period, and 150 seconds for the PM peak period. It is recommended that the intersections operate a 90 second cycle length during Off peak time periods.

Previous experience combined with the analysis results suggested that the best scenario for this corridor was to use the same cycle length for each zone. Using different cycle lengths along the corridor would result in backups and cycle failures. One of the motivating factors for selecting the AM, MD, and PM peak period cycle lengths was to match the selected cycle lengths at surrounding intersections along Fry Road. Clay Road operates with a 150 second cycle length during the AM peak period and a 120 second cycle length during the MD peak period, so the offsets for the proposed timing plans in Zone A were able to be set to maintain coordination between Clay Road and the intersections to the north.

Based on the recommended cycle lengths, the Synchro network was further optimized to achieve the best LOS at each signalized intersection. These optimized Synchro network parameters were then input into Tru-Traffic to optimize intersection offsets and lead-lag sequences to achieve the best possible green bands and progression patterns along Fry Road. The optimized model outputs were used for the development of proposed signal timing plans. The Synchro and Tru-Traffic output for each of the project intersections/corridor is included in **Appendix C**.

3.5 *Proposed Signal Timing Plans*

Based on the system and cycle length analysis, review of traffic data collected, existing traffic patterns, field observations, left-turn phasing analysis, and knowledge of traffic signal operations, the proposed signal operations at each intersection was determined. A summary of the proposed signal operations along Fry Road are shown in **Table 5**.

Table 5
Proposed Signal Operations

Node	Main	Side Street	Major LT Phasing	Cross Street LT Phasing	Cycle Lengths			
					AM Peak	MD Peak	PM Peak	Off Peak
3	Fry Rd	Mound Rd / House & Hahl Rd	Protected	Protected	FREE	FREE	FREE	FREE
4	Fry Rd	Sunny Springs Ln	FYA	Permitted	150	120	150	90
5	Fry Rd	Wheaton Crest Ln / Durango Falls Ln	FYA	Permitted	150	120	150	90
6	Fry Rd	N Bridgeland Lake Pkwy / Cypress N Houston Rd	Protected	Protected	150	120	150	90
7	Fry Rd	Warner Smith Blvd / Apple River Dr	Protected	Protected	150	120	150	90
8	Fry Rd	Bridgeland Creek Pkwy	FYA	Permitted	150	120	150	90
9	Fry Rd	Brazos Sage Dr	FYA	Permitted	150	120	150	90
10	Fry Rd	Cypress Plaza Pkwy	FYA	Permitted	150	120	150	90
11	Fry Rd	Tuckerton Rd	Protected	Protected	150	120	150	90
12	Fry Rd	Bridge Creek Terrace Dr / Miramesa Dr	Protected	Protected	150	120	150	90
13	Fry Rd	Miramesa Town Center	Protected	Protected	150	120	150	90
14	Fry Rd	West Rd	Protected	Protected	150	120	150	90
15	Fry Rd	Morrison Grove Dr	Protected	Permitted	150	120	150	90
16	Fry Rd	Chilton Bluff Blvd / Maricopa Ridge Dr	Protected	Permitted	150	120	150	90
17	Fry Rd	Longenbaugh Rd	FYA	Protected	150	120	150	90
18	Fry Rd	Rustic Lake Ln	Protected	Permitted	150	120	150	90
19	Fry Rd	Tealbrook Dr	Protected	Permitted	150	120	150	90
21	Fry Rd	High Stone Ln	FYA	Permitted	150	120	150	90
22	Fry Rd	Arbor Creek Dr / Highland Creek Ranch Dr	Protected	Permitted	150	120	150	90
23	Fry Rd	Stockton Falls Dr / Cannon Fire Dr	FYA	Permitted	150	120	150	90
24	Fry Rd	W Little York Rd	FYA	Protected	150	120	150	90
25	Fry Rd	Plantation Grove Trail	Protected	Permitted	150	120	150	90
26	Fry Rd	Coldfield Dr	FYA	Permitted	150	120	150	90
27	Fry Rd	Bear Hunters Dr / Blackwater Dr	FYA	Permitted	150	120	150	90
28	Fry Rd	Kieth Harrow Blvd	FYA	Protected	150	120	150	90
29	Fry Rd	Windystone Dr	Protected	Permitted	150	120	150	90
30	Fry Rd	Windstone Manor Blvd	FYA	Permitted	150	120	150	90

The recommended signal timing plans for each intersection within the study area for the AM, MD, PM, and Off peak periods are based on the optimization results. The max times, green splits, offsets, vehicle/pedestrian clearance times, and other timing parameters to provide optimum signal operations and maximum progression bandwidth along the corridor were determined and included in the proposed intersection timings. Summary timing sheets showing pertinent timing information for each intersection are shown in **Appendix D**.

3.6 Recommendations for Specific Intersections

Below are some recommended improvements for the following intersections. Some locations seemed conducive to Flashing Yellow Arrow (FYA) implementation, but these will be reviewed further during field implementation and suitable recommendations provided in our final memo. Wide medians prevent FYA from being a safe option to recommend at many intersections along the Fry Road corridor, in spite of the reductions they can make to delays. The following are preliminary recommendations for individual intersections:

[3] Fry Road at Mound Road / House & Hahl Road

- Discontinue FYA functionality on eastbound/westbound approaches – When there is a left turning queue in the opposing direction, the wide median limits the driver's sight distance such that they are unable to decide if they can safely make a left turn.

[6] Fry Road at Cypress North Houston Road

- Add 250' of additional pavement to the northbound approach and stripe it as an exclusive right-turn lane onto Cypress North Houston Road. This will increase the capacity of the northbound approach by freeing up the through lanes. The northbound right movement is very heavy especially during the AM peak and the current lane configuration is limiting the throughput of the intersection.

[11] Fry Road at Tuckerton Road

- Add 300' of additional pavement to the eastbound approach and stripe it as an exclusive right-turn lane onto Fry Road. The eastbound right movement is very heavy especially during the PM peak and the current lane configuration may limit the throughput of the intersection in the future.

[12] Fry Road at Bridge Creek Terrace Drive / Miramesa Drive

- Discontinue FYA functionality on all approaches – When there is a left turning queue in the opposing direction, the wide median limits the driver's sight distance such that they are unable to decide if they can safely make a left turn.

[13] Fry Road at Miramesa Town Center

- Discontinue FYA functionality on northbound/southbound approaches – When there is a left turning queue in the opposing direction, the wide median limits the driver's sight distance such that they are unable to decide if they can safely make a left turn.
- Restripe eastbound/westbound approaches to each have an exclusive left-turning lane and a shared through/right-turning lane. This will improve the alignment of the eastbound/westbound lanes and also prevent the intersection from needing to operate as split-phased.
- After restriping, adjust eastbound/westbound operations to remove split-phasing.

[15] Fry Road at Morrison Grove Drive

- Discontinue FYA functionality on northbound/southbound approaches – When there is a left turning queue in the opposing direction, the wide median limits the driver's sight distance such that they are unable to decide if they can safely make a left turn.

[16] Fry Road at Chilton Bluff Boulevard / Maricopa Ridge Drive

- Discontinue FYA functionality on northbound/southbound approaches – When there is a left turning queue in the opposing direction, the wide median limits the driver's sight distance such that they are unable to decide if they can safely make a left turn.

[17] Fry Road at Longenbaugh Road

- Install FYA signal heads on northbound/southbound approaches. There is a high demand for north- and southbound left-turns during the peak periods and the roadway geometry lacks a wide median or other sight distance issue that would make FYA a prominent safety concern.

[18] Fry Road at Rustic Lake Lane

- Increase northbound and southbound left-turn lane storage capacity by installing 200' of additional pavement in median. This will reduce the chance of vehicles queuing to make a left-turn from spilling back into the main through lanes and preventing through vehicles from proceeding. The northbound left-turn bay is unable to accommodate the 187 northbound left-turning vehicles at this intersection during the AM peak hour. The southbound left-turn bay also struggles to accommodate the 124 southbound left-turning vehicles during the AM peak hour and the 128 southbound left-turning vehicles during the PM peak hour.

[23] Fry Road at Stockton Falls Drive / Cannon Fire Drive

- Install FYA signal heads on northbound/southbound approaches. There is a high demand for north- and southbound left-turns during the peak periods and the roadway geometry lacks a wide median or other sight distance issue that would make FYA a prominent safety concern.

[24] Fry Road at W Little York Road

- Install FYA signal heads on northbound/southbound approaches. There is a high demand for north- and southbound left-turns during the peak periods and the roadway geometry lacks a wide median or other sight distance issue that would make FYA a prominent safety concern.

[25] Fry Road at Plantation Grove Trail

- Add 280' of additional pavement to the northbound approach and stripe it as an exclusive right-turn lane onto Plantation Grove Trail. This will increase the capacity of the northbound approach by freeing up the through lanes. The northbound right movement is very heavy especially during the PM peak and the current lane configuration is limiting the throughput of the intersection.

[26] Fry Road at Coldfield Drive

- Consider installing FYA signal heads on northbound/southbound approaches. The demand for north- and southbound left-turns during the peak periods is not as significant as in other locations, so this is a lower priority. However, the roadway geometry lacks a wide median or other sight distance issue that would make FYA a prominent safety concern.

[27] Fry Road at Bear Hunters Drive / Blackwater Drive

- Consider installing FYA signal heads on northbound/southbound approaches. The demand for north- and southbound left-turns during the peak periods is not as significant as in other locations, so this is a lower priority. However, the roadway geometry lacks a wide median or other sight distance issue that would make FYA a prominent safety concern.

[28] Fry Road at Kieth Harrow Boulevard

- Install FYA signal heads on northbound/southbound approaches. There is a high demand for north- and southbound left-turns during the peak periods and the roadway geometry lacks a wide median or other sight distance issue that would make FYA a prominent safety concern.
- Discontinue FYA functionality on eastbound/westbound approaches – When there is a left turning queue in the opposing direction, the wide median limits the driver's sight distance such that they are unable to decide if they can safely make a left turn.
- Add 240' of additional pavement to the southbound approach and stripe it as an exclusive right-turn lane onto Kieth Harrow Boulevard. This will increase the capacity of the southbound approach by freeing up the through lanes. The southbound right movement is very heavy during both the AM and PM peak hours and the current lane configuration is limiting the throughput of the intersection.

4.0 Field Implementation and Findings

This section will be completed in the final report, after field implementation.

5.0 Summary

It should be noted that the recommended draft timing plans are based on traffic data collected, existing signal operations and Synchro analyses. However, conditions in the field may differ and it is likely that changes may be required to better reflect actual conditions. These recommended timings are just the starting point and further refinements during field implementation are generally essential for better traffic operations and improved traffic flow along this corridor.

Appendix

Appendix A: Traffic Data

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Mound Rd
City: Cypress
Control: Signalized

Project ID: 22-450036-001
Date: 5/4/2022

Data - Totals

NS/EW Streets:		Fry Rd				Fry Rd				Mound Rd				Mound Rd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	2	0	0	1	2	0	0	1	2	0	0	1	1	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	6:30 AM	1	287	2	0	27	257	12	1	47	9	15	0	8	6	50	0	722
	6:45 AM	2	316	2	0	24	265	17	0	60	12	18	0	16	7	80	0	819
	7:00 AM	1	312	3	0	29	225	15	0	55	2	13	0	10	7	99	0	771
	7:15 AM	3	269	6	0	23	219	19	1	64	13	12	0	7	14	92	0	742
	7:30 AM	6	274	2	0	48	285	34	0	66	8	13	0	10	9	105	0	860
	7:45 AM	5	320	1	0	39	226	32	0	62	13	13	0	7	18	102	0	838
	8:00 AM	4	284	5	0	46	218	24	0	36	9	16	0	4	12	79	0	737
	8:15 AM	2	268	2	1	37	170	21	0	54	12	7	0	13	14	77	0	678
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		24	2330	23	1	273	1865	174	2	444	78	107	0	75	87	684	0	6167
PEAK HR :		1.01%	97.98%	0.97%	0.04%	11.80%	80.60%	7.52%	0.09%	70.59%	12.40%	17.01%	0.00%	8.87%	10.28%	80.85%	0.00%	
PEAK HR VOL :		07:00 AM - 08:00 AM				139	955	100	1	247	36	51	0	34	48	398	0	TOTAL
PEAK HR FACTOR :		15	1175	12	0	0.724	0.838	0.735	0.250	0.936	0.692	0.981	0.000	0.850	0.667	0.948	0.000	3211
		0.922				0.814				0.938				0.945				0.933
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	2	0	0	1	2	0	0	1	2	0	0	1	1	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	4:30 PM	7	260	9	0	80	351	49	0	51	29	24	0	8	10	72	0	950
	4:45 PM	8	214	9	1	64	299	49	2	48	39	28	0	11	26	113	0	911
	5:00 PM	9	220	4	0	76	342	42	1	49	29	27	0	8	23	118	0	948
	5:15 PM	7	153	6	0	92	372	59	1	44	26	30	0	7	24	126	0	947
	5:30 PM	13	196	3	1	80	319	39	0	56	25	23	1	9	20	112	0	897
	5:45 PM	7	162	4	1	82	383	43	0	51	32	19	0	4	19	80	0	887
	6:00 PM	9	258	7	0	91	359	42	0	47	25	24	0	13	7	92	0	974
	6:15 PM	8	211	4	1	86	313	42	0	56	33	30	0	5	19	81	0	889
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		68	1674	46	4	651	2738	365	4	402	238	205	1	65	148	794	0	7403
PEAK HR :		3.79%	93.42%	2.57%	0.22%	17.32%	72.86%	9.71%	0.11%	47.52%	28.13%	24.23%	0.12%	6.45%	14.70%	78.85%	0.00%	
PEAK HR VOL :		04:30 PM - 05:30 PM				312	1364	199	4	192	123	109	0	34	83	429	0	TOTAL
PEAK HR FACTOR :		31	847	28	1	0.848	0.917	0.843	0.500	0.941	0.788	0.908	0.000	0.773	0.798	0.851	0.000	3756
		0.822				0.896				0.922				0.869				0.988

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Sunny Springs Ln
City: Cypress
Control: Signalized

Project ID: 22-450036-002
Date: 4/27/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Sunny Springs Ln				Sunny Springs Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	0	301	0	0	3	290	0	0	0	0	0	0	6	0	13	0	
6:45 AM	0	321	0	0	4	328	0	0	0	0	0	0	12	0	8	0	
7:00 AM	0	252	4	0	1	219	0	0	0	0	0	0	18	0	13	0	
7:15 AM	0	313	2	0	4	236	0	1	0	0	0	0	1	0	12	0	
7:30 AM	0	327	2	0	1	224	0	0	0	0	0	0	4	0	14	0	
7:45 AM	0	340	3	0	1	204	0	0	0	0	0	0	7	0	10	0	
8:00 AM	0	234	3	0	2	209	0	0	0	0	0	0	5	0	12	0	
8:15 AM	0	280	1	0	7	219	0	0	0	0	0	0	1	0	14	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
APPROACH %'s :	0	2368	15	0	23	1929	0	1	0	0	0	0	54	0	96	0	
	0.00%	99.37%	0.63%	0.00%	1.18%	98.77%	0.00%	0.05%	0	0	0	0	36.00%	0.00%	64.00%	0.00%	
PEAK HR :	06:30 AM - 07:30 AM																TOTAL
PEAK HR VOL :	0	1187	6	0	12	1073	0	1	0	0	0	0	37	0	46	0	
PEAK HR FACTOR :	0.000	0.924	0.375	0.000	0.750	0.818	0.000	0.250	0.000	0.000	0.000	0.000	0.514	0.000	0.885	0.000	
	0.929				0.818								0.669				0.877

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:30 PM	0	242	0	0	15	368	0	0	0	0	0	0	1	0	6	0	
4:45 PM	0	258	2	0	19	393	0	0	0	0	0	0	1	0	3	0	
5:00 PM	0	231	1	0	7	373	0	0	0	0	0	0	1	0	10	0	
5:15 PM	0	187	2	1	17	366	0	0	0	0	0	0	5	0	7	0	
5:30 PM	0	217	5	0	17	368	0	0	0	0	0	0	3	0	7	0	
5:45 PM	0	202	1	0	13	383	0	0	0	0	0	0	2	0	10	0	
6:00 PM	0	250	1	0	11	420	0	0	0	0	0	0	0	0	6	0	
6:15 PM	0	206	0	0	8	399	0	0	0	0	0	0	3	0	6	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
APPROACH %'s :	0	1793	12	1	107	3070	0	0	0	0	0	0	15	0	55	0	
	0.00%	99.28%	0.66%	0.06%	3.37%	96.63%	0.00%	0.00%	0	0	0	0	21.43%	0.00%	78.57%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	875	7	0	49	1570	0	0	0	0	0	0	8	0	29	0	
PEAK HR FACTOR :	0.000	0.875	0.350	0.000	0.721	0.935	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.725	0.000	
	0.878				0.939								0.771				0.922

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Durango Falls Ln
City: Cypress
Control: Signalized

Project ID: 22-450036-003
Date: 4/27/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Durango Falls Ln				Durango Falls Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	0	0	1	2	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	2	258	0	0	1	300	2	0	11	1	9	0	0	0	9	0	593
6:45 AM	8	282	0	1	1	332	1	1	24	0	29	0	7	1	7	0	694
7:00 AM	7	234	3	1	2	251	1	0	20	1	28	0	11	1	9	0	569
7:15 AM	10	288	4	0	1	255	5	0	18	0	16	0	3	0	7	0	607
7:30 AM	0	287	1	0	1	220	6	0	23	0	16	0	0	1	7	0	562
7:45 AM	8	316	2	0	0	204	4	0	12	0	18	0	1	1	3	0	569
8:00 AM	12	221	2	1	0	199	7	0	11	0	20	0	1	1	4	0	479
8:15 AM	3	279	0	0	1	223	8	0	10	0	15	0	0	0	0	0	539
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	50	2165	12	3	7	1984	34	1	129	2	151	0	23	5	46	0	4612
	2.24%	97.09%	0.54%	0.13%	0.35%	97.93%	1.68%	0.05%	45.74%	0.71%	53.55%	0.00%	31.08%	6.76%	62.16%	0.00%	
PEAK HR :	06:30 AM - 07:30 AM																TOTAL
PEAK HR VOL :	27	1062	7	2	5	1138	9	1	73	2	82	0	21	2	32	0	2463
PEAK HR FACTOR :	0.675	0.922	0.438	0.500	0.625	0.857	0.450	0.250	0.760	0.500	0.707	0.000	0.477	0.500	0.889	0.000	0.887
	0.909				0.860				0.741				0.655				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	0	0	1	2	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:30 PM	14	236	2	0	4	321	14	0	16	0	8	0	2	0	1	0	618
4:45 PM	10	257	3	0	3	372	11	0	14	0	17	0	1	3	4	0	695
5:00 PM	12	190	1	1	6	339	16	0	14	0	9	0	2	1	5	0	596
5:15 PM	20	176	1	0	5	351	15	1	4	0	15	0	3	1	3	0	595
5:30 PM	10	207	3	2	3	321	27	0	7	1	15	0	0	1	4	0	601
5:45 PM	22	203	3	0	4	357	21	0	8	0	13	0	1	0	2	0	634
6:00 PM	19	228	0	0	3	383	18	0	8	0	17	0	3	0	4	0	683
6:15 PM	19	203	1	2	5	353	20	0	8	0	17	0	0	0	1	0	629
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	126	1700	14	5	33	2797	142	1	79	1	111	0	12	6	24	0	5051
	6.83%	92.14%	0.76%	0.27%	1.11%	94.08%	4.78%	0.03%	41.36%	0.52%	58.12%	0.00%	28.57%	14.29%	57.14%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	70	841	7	4	15	1414	86	0	31	1	62	0	4	1	11	0	2547
PEAK HR FACTOR :	0.795	0.922	0.583	0.500	0.750	0.923	0.796	0.000	0.969	0.250	0.912	0.000	0.333	0.250	0.688	0.000	0.932
	0.933				0.938				0.940				0.571				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & N Bridgeland Lake Pkwy/Cypress North Houston Rd
City: Cypress
Control: Signalized

Project ID: 22-450036-004
Date: 4/27/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				N Bridgeland Lake Pkwy/Cypress North Houston Rd				N Bridgeland Lake Pkwy/Cypress North Houston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
6:30 AM	3	190	15	0	19	252	3	0	37	11	4	0	38	6	18	0	596
6:45 AM	9	261	41	1	50	324	16	0	47	21	3	0	59	14	12	3	861
7:00 AM	8	186	78	3	83	269	14	1	47	39	24	0	59	31	16	7	865
7:15 AM	5	243	72	1	31	231	20	0	41	23	18	0	53	19	30	3	790
7:30 AM	7	236	25	0	40	200	11	0	44	62	18	0	40	19	30	0	732
7:45 AM	33	253	24	0	34	184	20	0	26	34	9	0	41	46	50	0	754
8:00 AM	10	191	34	0	32	185	23	0	30	20	4	0	36	20	29	0	614
8:15 AM	25	243	35	0	14	203	31	0	27	27	8	0	35	25	33	1	707
8:30 AM	7	241	41	0	18	173	19	0	52	27	41	0	47	16	34	0	716
8:45 AM	16	245	32	0	16	167	19	0	40	16	14	0	37	22	31	0	655
9:00 AM	10	182	21	0	15	148	21	0	22	10	11	0	39	17	23	0	519
9:15 AM	11	198	34	0	17	161	13	0	23	15	13	0	42	14	18	0	559
9:30 AM	12	198	21	0	13	124	22	0	19	11	10	0	25	26	17	0	498
9:45 AM	9	182	22	0	13	139	13	0	21	13	9	0	27	14	24	0	486
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	165	3049	495	5	395	2760	245	1	476	329	186	0	578	289	365	14	9352
	4.44%	82.09%	13.33%	0.13%	11.61%	81.15%	7.20%	0.03%	48.03%	33.20%	18.77%	0.00%	46.39%	23.19%	29.29%	1.12%	
PEAK HR :	06:45 AM - 07:45 AM																TOTAL
PEAK HR VOL :	29	926	216	5	204	1024	61	1	179	145	63	0	211	83	88	13	3248
PEAK HR FACTOR :	0.806	0.887	0.692	0.417	0.614	0.790	0.763	0.250	0.952	0.585	0.656	0.000	0.894	0.669	0.733	0.464	0.939
	0.916				0.827				0.780				0.874				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
10:00 AM	14	206	27	0	12	173	10	0	19	18	19	0	23	12	16	0	549
10:15 AM	12	177	23	1	9	128	12	0	23	15	12	0	23	9	19	0	463
10:30 AM	8	201	26	0	13	114	11	0	18	12	15	0	24	12	22	0	476
10:45 AM	9	155	31	0	11	133	13	0	26	15	17	0	34	8	25	0	477
11:00 AM	10	190	19	0	9	157	7	0	18	10	7	0	21	13	16	0	477
11:15 AM	7	196	16	0	7	175	21	0	29	16	17	0	32	14	16	0	546
11:30 AM	15	209	28	1	16	99	11	0	22	15	11	0	23	16	18	0	484
11:45 AM	11	162	23	1	16	224	21	0	20	24	14	0	36	19	15	0	586
12:00 PM	8	208	37	0	24	163	18	0	19	11	17	0	43	15	15	0	578
12:15 PM	14	197	31	0	10	165	21	0	20	12	12	0	25	17	18	0	542
12:30 PM	13	220	36	0	18	196	25	1	21	8	17	0	38	26	17	0	636
12:45 PM	14	183	32	1	16	163	27	0	28	14	13	0	26	20	22	0	559
1:00 PM	9	177	22	0	16	177	10	1	23	9	9	0	36	26	29	0	544
1:15 PM	6	179	29	0	16	163	15	0	21	19	11	0	20	10	16	0	505
1:30 PM	6	203	25	0	17	167	24	0	18	10	16	0	28	17	25	0	556
1:45 PM	6	206	30	0	19	177	15	0	27	9	15	0	22	19	28	0	573
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	162	3069	435	4	229	2574	261	2	352	217	222	0	454	253	317	0	8551
	4.41%	83.62%	11.85%	0.11%	7.47%	83.95%	8.51%	0.07%	44.50%	27.43%	28.07%	0.00%	44.34%	24.71%	30.96%	0.00%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	46	787	127	1	68	748	85	1	80	55	60	0	142	77	65	0	2342
PEAK HR FACTOR :	0.821	0.894	0.858	0.250	0.708	0.835	0.850	0.250	0.952	0.573	0.882	0.000	0.826	0.740	0.903	0.000	0.921
	0.893				0.864				0.841				0.877				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
2:00 PM	10	222	30	2	24	214	21	0	20	16	11	0	46	24	20	0	660
2:15 PM	9	204	37	0	18	250	20	0	12	10	11	0	37	17	10	0	635
2:30 PM	16	169	31	0	19	194	23	0	24	13	19	0	37	20	13	0	578
2:45 PM	7	213	81	0	21	235	24	0	20	14	12	0	46	14	21	1	709
3:00 PM	15	247	83	0	30	180	23	0	26	26	16	0	44	23	33	1	747
3:15 PM	13	248	42	0	19	241	26	0	28	29	26	0	53	22	22	0	769
3:30 PM	31	216	59	0	34	234	29	0	24	23	14	0	38	48	34	0	784
3:45 PM	22	234	45	0	29	277	33	0	12	17	16	0	49	55	22	0	811
4:00 PM	22	201	53	0	30	268	35	0	20	29	16	0	46	32	19	0	771
4:15 PM	19	214	40	0	29	294	30	0	41	36	22	0	51	35	37	0	848
4:30 PM	14	189	45	0	19	253	36	0	31	36	32	0	47	32	40	1	775
4:45 PM	16	222	47	0	34	303	39	0	18	26	20	0	56	35	23	0	839
5:00 PM	15	186	69	1	33	291	31	0	19	27	26	0	62	29	22	0	811
5:15 PM	37	165	56	0	24	268	40	0	18	34	20	0	65	54	24	0	805
5:30 PM	28	202	63	0	47	258	39	0	30	27	23	0	54	55	16	0	842
5:45 PM	16	190	56	0	32	307	36	0	33	30	13	0	65	52	27	0	857
6:00 PM	22	198	47	0	36	305	40	0	21	24	21	0	53	45	36	0	848
6:15 PM	19	212	43	0	32	323	33	0	20	23	26	0	59	43	21	0	854
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	331	3732	927	3	510	4695	558	0	417	440	344	0	908	635	440	3	13943
	6.63%	74.74%	18.57%	0.06%	8.85%	81.47%	9.68%	0.00%	34.72%	36.64%	28.64%	0.00%	45.72%	31.97%	22.16%	0.15%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	85	802	209	0	147	1193	148	0	104	104	83	0	231	195	100	0	3401
PEAK HR FACTOR :	0.759	0.946	0.829	0.000	0.782	0.923	0.925	0.000	0.788	0.867	0.798	0.000	0.888	0.886	0.694	0.000	0.992
	0.935				0.959				0.909				0.913				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Apple River Dr/Warner Smith Blvd/Cypress Ranch High School Svc Rd
 City: Cypress
 Control: Signalized

Project ID: 22-450036-005
 Date: 4/27/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Apple River Dr/Warner Smith Blvd/Cypress Ranch High School Svc Rd				Apple River Dr/Warner Smith Blvd/Cypress Ranch High School Svc Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
6:30 AM	2	247	27	0	10	246	3	0	4	3	1	0	22	0	4	0	569
6:45 AM	1	345	65	1	27	254	3	11	12	4	7	0	36	1	14	0	781
7:00 AM	0	241	47	0	48	143	2	28	26	41	5	0	67	2	41	0	691
7:15 AM	3	269	63	2	35	221	1	19	15	11	2	0	49	2	29	0	721
7:30 AM	1	210	89	0	40	188	2	0	13	15	3	0	33	5	17	0	616
7:45 AM	4	264	77	0	38	222	3	0	10	9	4	0	68	55	42	0	796
8:00 AM	2	209	24	0	7	192	3	0	12	0	3	0	18	2	11	0	483
8:15 AM	7	270	49	1	11	225	6	0	13	0	0	0	19	2	4	0	607
8:30 AM	4	276	49	1	6	242	8	0	7	0	2	0	38	4	4	0	641
8:45 AM	2	267	5	0	6	197	12	0	10	0	2	0	19	0	5	0	525
9:00 AM	6	224	5	0	1	184	10	0	5	0	6	0	1	0	2	0	444
9:15 AM	5	235	1	1	1	196	12	0	7	0	5	0	6	0	1	0	470
9:30 AM	4	206	5	0	2	157	8	1	8	0	2	0	1	0	3	0	397
9:45 AM	3	216	9	1	1	163	9	0	6	0	5	0	2	0	2	0	417
TOTAL VOLUMES :	NL 44	NT 3479	NR 515	NU 7	SL 233	ST 2830	SR 82	SU 59	EL 148	ET 83	ER 47	EU 0	WL 379	WT 73	WR 179	WU 0	TOTAL 8158
APPROACH %'s :	1.09%	86.01%	12.73%	0.17%	7.27%	88.33%	2.56%	1.84%	53.24%	29.86%	16.91%	0.00%	60.06%	11.57%	28.37%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	8	984	276	2	161	774	8	47	64	76	14	0	217	64	129	0	2824
PEAK HR FACTOR :	0.500	0.914	0.775	0.250	0.839	0.872	0.667	0.420	0.615	0.463	0.700	0.000	0.798	0.291	0.768	0.000	0.887
	0.920				0.897				0.535				0.621				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
10:00 AM	4	216	5	0	0	175	13	0	10	0	3	0	3	0	0	0	429
10:15 AM	3	196	4	0	1	176	10	1	11	0	6	0	7	0	2	0	417
10:30 AM	3	212	5	0	3	148	4	0	11	0	7	0	2	1	2	0	398
10:45 AM	4	186	6	0	1	166	6	0	8	0	6	0	3	0	2	0	388
11:00 AM	2	212	10	0	1	169	9	0	4	0	6	0	7	0	5	0	425
11:15 AM	7	196	5	0	4	178	13	1	10	1	3	0	6	1	1	0	426
11:30 AM	5	235	9	0	4	125	19	0	9	1	2	0	6	0	2	0	417
11:45 AM	9	195	8	0	4	232	25	1	10	0	7	0	2	0	3	0	496
12:00 PM	6	219	9	0	3	190	12	0	6	1	7	0	7	0	2	0	462
12:15 PM	5	222	7	0	3	194	12	0	13	1	7	0	11	1	9	0	485
12:30 PM	8	222	6	0	1	221	13	0	11	2	4	0	8	2	4	0	502
12:45 PM	6	203	4	1	4	202	12	0	12	0	6	0	2	0	3	0	455
1:00 PM	4	189	5	0	2	200	9	0	15	1	15	0	12	1	5	0	458
1:15 PM	9	194	4	1	0	203	8	0	9	0	8	0	3	0	2	0	441
1:30 PM	4	228	7	0	1	196	11	0	11	0	5	0	1	0	2	1	467
1:45 PM	0	205	7	1	4	214	5	1	7	0	6	0	18	0	10	0	478
TOTAL VOLUMES :	NL 79	NT 3330	NR 101	NU 3	SL 36	ST 2989	SR 181	SU 4	EL 157	ET 7	ER 98	EU 0	WL 98	WT 6	WR 54	WU 1	TOTAL 7144
APPROACH %'s :	2.25%	94.79%	2.88%	0.09%	1.12%	93.12%	5.64%	0.12%	59.92%	2.67%	37.40%	0.00%	61.64%	3.77%	33.96%	0.63%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	28	858	30	0	11	837	62	1	40	4	25	0	28	3	18	0	1945
PEAK HR FACTOR :	0.778	0.966	0.833	0.000	0.688	0.902	0.620	0.250	0.769	0.500	0.893	0.000	0.636	0.375	0.500	0.000	0.969
	0.970				0.869				0.821				0.583				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
2:00 PM	3	240	7	0	2	254	15	0	5	0	3	0	22	1	2	0	554
2:15 PM	2	214	20	0	5	252	7	1	14	2	4	0	4	1	3	0	529
2:30 PM	5	208	36	0	20	202	16	4	11	1	6	0	15	0	9	0	533
2:45 PM	2	259	48	0	17	282	10	7	11	4	6	0	36	5	32	0	719
3:00 PM	0	247	44	0	13	248	14	2	10	9	6	0	69	8	20	0	690
3:15 PM	2	211	74	0	44	268	13	1	17	13	11	0	21	1	10	0	686
3:30 PM	4	248	39	1	16	270	13	1	10	5	8	0	60	30	37	0	742
3:45 PM	5	212	29	1	9	301	7	1	11	0	4	0	69	21	29	1	700
4:00 PM	6	238	40	1	17	303	8	1	11	2	6	0	23	1	8	3	668
4:15 PM	9	235	53	0	9	327	21	0	2	1	9	0	61	6	26	1	760
4:30 PM	6	219	9	0	1	329	10	0	1	1	8	0	42	0	11	0	647
4:45 PM	12	259	16	0	6	342	15	0	9	1	11	0	26	1	8	0	706
5:00 PM	8	256	10	0	3	336	10	0	13	1	13	0	19	1	3	0	673
5:15 PM	10	252	7	0	3	363	18	0	19	1	12	0	8	0	2	0	695
5:30 PM	6	275	7	0	1	309	12	0	12	0	10	0	6	1	5	0	644
5:45 PM	6	225	5	1	3	337	23	0	15	0	10	0	8	0	6	0	639
6:00 PM	10	284	7	1	6	385	14	0	10	0	10	0	9	0	7	0	743
6:15 PM	8	238	5	0	0	380	16	0	21	2	11	0	10	1	2	0	694
TOTAL VOLUMES :	NL 104	NT 4320	NR 456	NU 5	SL 175	ST 5488	SR 242	SU 18	EL 212	ET 43	ER 148	EU 0	WL 508	WT 78	WR 220	WU 5	TOTAL 12022
APPROACH %'s :	2.13%	88.43%	9.33%	0.10%	2.95%	92.66%	4.09%	0.30%	52.61%	10.67%	36.72%	0.00%	62.64%	9.62%	27.13%	0.62%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	24	933	161	3	51	1201	49	3	34	8	27	0	213	58	100	5	2870
PEAK HR FACTOR :	0.667	0.941	0.759	0.750	0.750	0.918	0.583	0.750	0.773	0.400	0.750	0.000	0.772	0.483	0.676	0.417	0.944
	0.944				0.913				0.750				0.740				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Bridgeland Creek Pkwy
City: Cypress
Control: Signalized

Project ID: 22-450036-006
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Bridgeland Creek Pkwy				Bridgeland Creek Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	1 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
6:30 AM	19	242	0	0	0	165	114	0	70	0	24	0	0	0	0	0	634
6:45 AM	16	329	0	1	0	181	108	0	66	0	27	1	0	0	0	0	729
7:00 AM	38	232	0	0	0	152	58	1	41	0	21	0	0	0	0	0	543
7:15 AM	20	168	0	0	0	183	68	0	85	0	43	0	0	0	0	0	567
7:30 AM	38	186	0	0	0	147	65	0	107	0	43	0	0	0	0	0	586
7:45 AM	37	197	0	1	0	182	123	0	109	0	49	0	0	0	0	0	698
8:00 AM	33	213	0	1	0	174	62	0	56	0	49	0	0	0	0	0	588
8:15 AM	31	220	0	1	0	131	72	0	75	0	40	1	0	0	0	0	571
TOTAL VOLUMES :	NL 232	NT 1787	NR 0	NU 4	SL 0	ST 1315	SR 670	SU 1	EL 609	ET 0	ER 296	EU 2	WL 0	WT 0	WR 0	WU 0	TOTAL 4916
APPROACH %'s :	11.47%	88.33%	0.00%	0.20%	0.00%	66.21%	33.74%	0.05%	67.14%	0.00%	32.64%	0.22%					
PEAK HR :	06:30 AM - 07:30 AM																TOTAL
PEAK HR VOL :	93	971	0	1	0	681	348	1	262	0	115	1	0	0	0	0	2473
PEAK HR FACTOR :	0.612	0.738	0.000	0.250	0.000	0.930	0.763	0.250	0.771	0.000	0.669	0.250	0.000	0.000	0.000	0.000	0.848
	0.770				0.891				0.738								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	1 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:30 PM	58	222	0	0	0	288	72	0	75	0	57	0	0	0	0	0	712
4:45 PM	62	245	0	0	0	287	93	0	66	0	55	0	0	0	0	0	808
5:00 PM	62	196	0	0	0	290	68	0	78	0	78	0	0	0	0	0	772
5:15 PM	73	219	0	0	0	283	93	0	76	0	76	0	0	0	0	0	820
5:30 PM	66	162	0	0	0	278	66	0	85	0	66	0	0	0	0	0	723
5:45 PM	62	171	0	2	0	268	79	0	61	0	65	0	0	0	0	0	708
6:00 PM	65	189	0	0	0	282	63	0	72	0	53	0	0	0	0	0	724
6:15 PM	73	236	0	0	0	306	77	0	65	0	59	0	0	0	0	0	816
TOTAL VOLUMES :	NL 521	NT 1640	NR 0	NU 2	SL 0	ST 2282	611	0	578	0	509	0	0	0	0	0	6143
APPROACH %'s :	24.09%	75.82%	0.00%	0.09%	0.00%	78.88%	21.12%	0.00%	53.17%	0.00%	46.83%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	255	882	0	0	0	1148	326	0	295	0	266	0	0	0	0	0	3172
PEAK HR FACTOR :	0.873	0.900	0.000	0.000	0.000	0.990	0.876	0.000	0.946	0.000	0.853	0.000	0.000	0.000	0.000	0.000	0.967
	0.926				0.970				0.899								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Brazos Sage Dr
City: Cypress
Control: Signalized

Project ID: 22-450036-007
Date: 4/26/2022

Data - Totals

NS/EW Streets:		Fry Rd				Fry Rd				Brazos Sage Dr				Brazos Sage Dr				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	6:30 AM	0	232	1	0	3	184	0	0	0	0	0	0	0	0	25	0	445
	6:45 AM	0	316	1	0	6	205	0	0	0	0	0	0	3	0	44	0	575
	7:00 AM	0	209	3	0	9	163	0	0	0	0	0	0	5	0	47	0	436
	7:15 AM	0	177	6	0	11	214	0	0	0	0	0	0	5	0	17	0	430
	7:30 AM	0	204	2	0	8	184	0	0	0	0	0	0	4	0	16	0	418
	7:45 AM	0	217	2	1	13	218	0	1	0	0	0	0	4	0	15	0	471
	8:00 AM	0	234	0	0	2	218	0	1	0	0	0	0	5	0	12	0	472
	8:15 AM	0	231	2	0	6	169	0	0	0	0	0	0	6	0	25	0	439
TOTAL VOLUMES :		0	1820	17	1	58	1555	0	2	0	0	0	0	32	0	201	0	3686
APPROACH %'s :		0.00%	99.02%	0.92%	0.05%	3.59%	96.28%	0.00%	0.12%					13.73%	0.00%	86.27%	0.00%	
PEAK HR :		06:30 AM - 07:30 AM																TOTAL
PEAK HR VOL :		0	934	11	0	29	766	0	0	0	0	0	0	13	0	133	0	1886
PEAK HR FACTOR :		0.000	0.739	0.458	0.000	0.659	0.895	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.707	0.000	0.820
		0.745				0.883								0.702				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	4:30 PM	0	262	9	0	12	329	0	0	0	0	0	0	5	0	16	0	633
	4:45 PM	0	291	12	0	11	330	0	1	0	0	0	0	8	0	15	0	668
	5:00 PM	0	259	10	0	11	361	0	0	0	0	0	0	3	0	15	0	659
	5:15 PM	0	264	8	0	12	347	0	0	0	0	0	0	4	0	15	0	650
	5:30 PM	0	215	5	0	17	327	0	0	0	0	0	0	8	0	10	0	582
	5:45 PM	0	226	9	0	5	322	0	1	0	0	0	0	4	0	8	0	575
	6:00 PM	0	259	7	0	17	322	0	1	0	0	0	0	5	0	11	1	623
	6:15 PM	0	284	4	0	17	350	0	0	0	0	0	0	7	0	8	0	670
TOTAL VOLUMES :		0	2060	64	0	102	2688	0	3	0	0	0	0	44	0	98	1	5060
APPROACH %'s :		0.00%	96.99%	3.01%	0.00%	3.65%	96.24%	0.00%	0.11%					30.77%	0.00%	68.53%	0.70%	
PEAK HR :		04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :		0	1076	39	0	46	1367	0	1	0	0	0	0	20	0	61	0	2610
PEAK HR FACTOR :		0.000	0.924	0.813	0.000	0.958	0.947	0.000	0.250	0.000	0.000	0.000	0.000	0.625	0.000	0.953	0.000	0.977
		0.920				0.950								0.880				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Cypress Plaza Pkwy
City: Cypress
Control: Signalized

Project ID: 22-450036-008
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Cypress Plaza Pkwy				Cypress Plaza Pkwy					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	6:30 AM	0	207	7	0	23	158	0	0	0	0	0	0	11	0	22	0	428
	6:45 AM	0	249	6	0	31	185	0	1	0	0	0	0	5	0	71	0	548
	7:00 AM	0	154	7	0	19	151	0	2	0	0	0	0	10	0	28	0	371
	7:15 AM	0	173	7	0	30	202	0	1	0	0	0	0	8	0	15	0	436
	7:30 AM	0	180	13	0	26	178	0	0	0	0	0	0	7	0	27	0	432
	7:45 AM	0	184	9	0	27	185	0	2	0	0	0	0	19	0	35	0	461
	8:00 AM	0	195	5	0	29	190	0	4	0	0	0	0	15	0	25	0	463
8:15 AM	0	202	11	0	29	152	0	2	0	0	0	0	12	0	24	0	432	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	1544	65	0	214	1401	0	13	0	0	0	0	87	0	247	0	3571	
	0.00%	95.96%	4.04%	0.00%	13.14%	86.06%	0.00%	0.80%	0	0	0	0	26.05%	0.00%	73.95%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	0	732	34	0	112	755	0	8	0	0	0	0	49	0	102	0	1792	
PEAK HR FACTOR :	0.000	0.938	0.654	0.000	0.933	0.934	0.000	0.500	0.000	0.000	0.000	0.000	0.645	0.000	0.729	0.000	0.968	
	0.958				0.939								0.699					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	4:30 PM	0	264	16	4	53	267	0	1	0	0	0	0	21	0	30	0	656
	4:45 PM	0	249	15	1	54	280	0	0	0	0	0	0	12	0	38	0	659
	5:00 PM	0	265	27	1	64	319	0	3	0	0	0	0	14	0	38	0	731
	5:15 PM	0	228	18	2	63	284	0	5	0	0	0	0	28	0	37	0	665
	5:30 PM	0	199	17	1	47	290	0	6	0	0	0	0	20	0	30	0	610
	5:45 PM	0	190	27	2	68	254	0	3	0	0	0	0	15	0	30	0	589
	6:00 PM	0	245	18	2	60	270	0	4	0	0	0	0	25	0	35	0	659
6:15 PM	0	263	16	1	52	292	0	3	0	0	0	0	21	0	25	0	673	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	1903	154	14	461	2266	0	25	0	0	0	0	156	0	263	0	5242	
	0.00%	91.89%	7.44%	0.68%	16.75%	82.34%	0.00%	0.91%	0	0	0	0	37.23%	0.00%	62.77%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	1006	76	8	234	1160	0	9	0	0	0	0	75	0	143	0	2711	
PEAK HR FACTOR :	0.000	0.949	0.704	0.500	0.914	0.909	0.000	0.450	0.000	0.000	0.000	0.000	0.670	0.000	0.941	0.000	0.927	
	0.930				0.909								0.838					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr
City: Cypress
Control: Signalized

Project ID: 22-450036-009
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Bridge Creek Terrace Dr/Miramesa Dr				Bridge Creek Terrace Dr/Miramesa Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
6:30 AM	4	204	1	0	6	124	4	0	12	4	4	0	8	2	25	0	398
6:45 AM	3	225	1	0	11	169	3	0	1	2	4	0	14	0	41	0	474
7:00 AM	5	187	5	0	24	171	3	0	3	4	3	0	18	1	32	0	456
7:15 AM	7	194	9	0	34	188	4	0	4	2	4	0	6	0	23	0	475
7:30 AM	6	193	5	0	20	148	8	0	10	2	7	0	4	2	26	0	431
7:45 AM	3	199	6	0	15	177	5	0	5	2	2	0	4	0	26	0	444
8:00 AM	5	192	6	0	14	187	12	3	4	1	6	0	4	1	23	0	458
8:15 AM	3	183	5	0	17	150	11	0	4	4	3	0	11	0	29	0	420
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	36	1577	38	0	141	1314	50	3	43	21	33	0	69	6	225	0	3556
	2.18%	95.52%	2.30%	0.00%	9.35%	87.14%	3.32%	0.20%	44.33%	21.65%	34.02%	0.00%	23.00%	2.00%	75.00%	0.00%	
PEAK HR :	06:45 AM - 07:45 AM																TOTAL
PEAK HR VOL :	21	799	20	0	89	676	18	0	18	10	18	0	42	3	122	0	1836
PEAK HR FACTOR :	0.750	0.888	0.556	0.000	0.654	0.899	0.563	0.000	0.450	0.625	0.643	0.000	0.583	0.375	0.744	0.000	0.966
	0.917				0.866				0.605				0.759				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:30 PM	4	247	14	1	31	242	5	1	7	9	0	0	12	0	26	0	599
4:45 PM	5	252	11	45	45	289	4	5	4	1	2	0	15	1	26	0	661
5:00 PM	5	255	7	0	34	283	5	5	6	1	8	0	22	3	28	0	662
5:15 PM	5	216	7	0	34	295	5	2	6	1	9	0	12	0	33	0	625
5:30 PM	5	200	8	1	41	318	6	3	6	3	4	0	14	1	27	0	637
5:45 PM	2	204	8	1	40	292	4	3	10	4	2	0	15	2	18	0	605
6:00 PM	4	214	6	0	40	292	5	0	3	5	4	0	17	1	35	0	626
6:15 PM	6	235	14	1	54	260	7	2	9	0	3	0	16	2	23	0	632
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	36	1823	75	5	319	2271	41	21	51	15	41	0	123	10	216	0	5047
	1.86%	94.02%	3.87%	0.26%	12.03%	85.63%	1.55%	0.79%	47.66%	14.02%	38.32%	0.00%	35.24%	2.87%	61.89%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	20	923	33	2	154	1185	20	15	22	6	23	0	63	5	114	0	2585
PEAK HR FACTOR :	1.000	0.905	0.750	0.500	0.856	0.932	0.833	0.750	0.917	0.500	0.639	0.000	0.716	0.417	0.864	0.000	0.976
	0.909				0.933				0.797				0.858				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Tuckerton Rd
City: Cypress
Control: Signalized

Project ID: 22-450036-010
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Tuckerton Rd				Tuckerton Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
6:30 AM	33	165	16	0	13	108	43	1	14	33	15	0	17	67	32	0	557
6:45 AM	59	154	35	0	19	114	26	0	16	39	45	0	14	74	54	0	649
7:00 AM	62	128	45	0	30	91	21	0	14	51	58	0	50	79	37	0	666
7:15 AM	40	142	29	0	32	136	27	0	17	70	49	0	44	70	14	0	670
7:30 AM	55	143	13	1	22	123	21	1	26	57	35	0	20	66	16	0	599
7:45 AM	47	181	18	0	16	168	29	0	15	58	43	0	17	54	11	0	657
8:00 AM	41	154	23	0	20	146	32	0	25	57	43	0	32	54	20	0	647
8:15 AM	38	164	25	0	9	95	26	0	36	45	43	0	38	71	18	0	608
8:30 AM	35	204	31	0	24	97	34	2	33	71	67	0	36	56	30	0	720
8:45 AM	50	193	29	0	18	101	27	0	23	54	34	0	37	53	24	0	643
9:00 AM	28	151	15	1	23	101	21	0	26	43	28	0	33	45	17	0	532
9:15 AM	31	148	22	2	17	98	27	0	27	42	38	0	35	48	23	0	558
9:30 AM	23	125	23	0	16	101	15	3	18	31	35	0	27	52	19	0	488
9:45 AM	24	129	13	0	11	110	14	0	22	35	17	0	32	37	13	1	458
TOTAL VOLUMES :	566	2181	337	4	270	1589	363	7	312	686	550	0	432	826	328	1	8452
APPROACH %'s :	18.33%	70.63%	10.91%	0.13%	12.11%	51.29%	16.29%	0.31%	20.16%	44.32%	35.53%	0.00%	27.22%	52.05%	20.67%	0.06%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	161	703	97	0	69	506	121	2	109	231	196	0	123	235	79	0	2632
PEAK HR FACTOR :	0.856	0.862	0.782	0.000	0.719	0.753	0.890	0.250	0.757	0.813	0.731	0.000	0.809	0.827	0.658	0.000	0.914
	0.890				0.819				0.784				0.860				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
10:00 AM	21	114	25	1	17	87	23	0	25	38	25	0	37	32	21	0	466
10:15 AM	22	113	19	0	14	95	18	0	19	31	27	0	30	28	18	0	434
10:30 AM	18	161	16	0	19	104	14	0	19	37	33	0	27	41	17	1	507
10:45 AM	18	122	20	0	10	102	14	0	23	26	19	0	34	32	30	0	450
11:00 AM	14	128	15	0	17	122	18	1	23	31	22	0	45	41	19	0	496
11:15 AM	22	137	21	0	15	100	16	0	26	41	32	0	40	44	27	0	521
11:30 AM	28	148	17	0	13	108	23	0	24	42	25	1	35	58	22	0	544
11:45 AM	24	144	26	0	25	116	18	0	40	46	39	0	46	45	30	2	601
12:00 PM	30	145	31	2	24	114	23	0	30	38	34	0	44	58	20	0	593
12:15 PM	28	128	26	1	21	130	12	0	22	35	33	0	61	50	23	0	570
12:30 PM	42	143	29	1	29	126	22	0	21	37	22	0	54	51	24	2	603
12:45 PM	25	140	23	0	24	118	16	0	24	29	38	0	73	48	22	0	580
1:00 PM	27	119	18	0	33	120	16	1	25	33	27	0	44	41	15	1	520
1:15 PM	29	131	33	2	28	112	21	1	21	38	31	0	42	47	27	0	563
1:30 PM	27	170	27	1	18	144	18	0	24	35	27	0	57	34	14	0	596
1:45 PM	24	122	22	0	22	134	22	0	24	38	28	1	52	42	27	0	558
TOTAL VOLUMES :	399	2165	368	8	329	1832	294	3	390	575	462	2	721	692	356	6	8602
APPROACH %'s :	13.57%	73.64%	12.52%	0.27%	13.38%	74.53%	11.96%	0.12%	27.29%	40.24%	32.33%	0.14%	40.62%	38.99%	20.06%	0.34%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	124	560	112	4	99	486	75	0	113	156	128	0	205	204	97	4	2367
PEAK HR FACTOR :	0.738	0.966	0.903	0.500	0.853	0.935	0.815	0.000	0.706	0.848	0.821	0.000	0.840	0.879	0.808	0.500	0.981
	0.930				0.932				0.794				0.951				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
2:00 PM	28	158	20	1	39	162	17	0	30	27	28	0	41	36	26	0	613
2:15 PM	35	148	24	0	21	165	22	0	23	39	42	0	48	46	31	1	645
2:30 PM	28	178	31	1	23	142	21	0	26	51	21	0	50	57	37	0	666
2:45 PM	29	130	37	1	22	142	17	0	35	34	21	0	52	48	34	0	602
3:00 PM	26	161	27	0	45	164	11	0	41	63	62	0	68	58	22	1	749
3:15 PM	35	182	27	0	25	169	13	2	38	71	47	0	62	79	27	1	778
3:30 PM	41	180	33	0	32	198	17	0	20	95	47	0	60	51	25	1	800
3:45 PM	46	169	44	0	36	196	26	2	31	82	41	0	56	63	28	0	820
4:00 PM	40	155	28	0	24	163	15	0	32	72	52	0	67	66	39	0	753
4:15 PM	56	181	26	1	24	214	20	0	41	69	71	0	64	63	29	1	860
4:30 PM	45	215	42	0	27	206	22	0	45	76	59	0	52	75	28	2	894
4:45 PM	56	209	42	0	26	218	31	0	48	81	65	1	80	78	34	1	970
5:00 PM	46	189	40	0	35	198	26	0	54	80	67	0	76	99	25	1	936
5:15 PM	50	205	41	0	35	191	33	1	47	96	74	0	69	97	27	0	966
5:30 PM	45	143	35	1	47	237	21	0	40	105	74	0	72	110	26	0	956
5:45 PM	39	189	48	1	28	211	34	1	41	83	72	0	71	72	15	0	905
6:00 PM	37	163	33	0	27	214	20	0	33	71	44	0	90	68	24	0	824
6:15 PM	49	197	38	1	45	182	24	0	43	84	50	0	75	68	28	0	884
TOTAL VOLUMES :	731	3152	616	7	561	3372	390	6	668	1279	937	1	1153	1234	505	9	14621
APPROACH %'s :	16.22%	69.95%	13.67%	0.16%	12.96%	77.89%	9.01%	0.14%	23.15%	44.33%	32.48%	0.03%	39.74%	42.54%	17.41%	0.31%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	197	746	158	1	143	844	111	1	189	362	280	1	297	384	112	2	3828
PEAK HR FACTOR :	0.879	0.892	0.940	0.250	0.761	0.890	0.841	0.250	0.875	0.862	0.946	0.250	0.928	0.873	0.824	0.500	0.987
	0.897				0.901				0.950				0.956				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Taco Bell Access Dwy/Miramesa Town Center
 City: Cypress
 Control: Signalized

Project ID: 22-450036-011
 Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Taco Bell Access Dwy/Miramesa Town Center				Taco Bell Access Dwy/Miramesa Town Center				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	0	0	1	2	0	0	0.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	0	193	3	0	4	134	1	0	2	0	0	0	3	0	7	0	347
6:45 AM	1	242	5	0	3	190	0	0	0	0	2	0	3	0	4	0	450
7:00 AM	1	185	6	0	3	176	0	0	1	2	0	0	8	0	2	0	384
7:15 AM	1	203	4	2	3	202	1	1	2	0	1	0	2	0	6	0	428
7:30 AM	2	207	6	1	3	147	0	0	2	0	1	0	6	0	5	0	380
7:45 AM	1	181	7	0	6	172	0	0	1	0	0	0	3	0	6	0	377
8:00 AM	1	202	6	0	2	183	0	1	3	0	1	0	2	0	6	0	407
8:15 AM	2	183	2	0	2	155	0	0	2	0	2	0	1	0	3	0	352
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	9	1596	39	3	26	1359	2	2	13	2	7	0	28	0	39	0	3125
	0.55%	96.90%	2.37%	0.18%	1.87%	97.84%	0.14%	0.14%	59.09%	9.09%	31.82%	0.00%	41.79%	0.00%	58.21%	0.00%	
PEAK HR :	06:45 AM - 07:45 AM				12	715	1	1	5	2	4	0	19	0	17	0	TOTAL
PEAK HR VOL :	5	837	21	3	1.000	0.885	0.250	0.250	0.625	0.250	0.500	0.000	0.594	0.000	0.708	0.000	1642
PEAK HR FACTOR :	0.625	0.865	0.875	0.375	0.880				0.917				0.818				0.912

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	0	0	1	2	0	0	0.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:30 PM	5	250	6	3	7	251	4	1	7	0	1	0	7	0	5	0	547
4:45 PM	6	245	8	2	7	305	3	1	3	0	1	0	6	0	7	0	594
5:00 PM	3	247	8	0	7	307	4	2	3	0	3	0	6	0	4	1	595
5:15 PM	3	200	6	0	8	286	3	2	7	1	1	0	9	0	5	0	531
5:30 PM	4	226	2	0	8	321	4	0	8	1	3	0	4	0	3	0	584
5:45 PM	7	176	4	2	10	288	4	1	2	0	5	0	3	0	8	0	510
6:00 PM	7	222	5	1	14	303	2	0	9	0	5	0	5	0	14	0	587
6:15 PM	8	226	7	2	5	258	2	0	7	0	7	0	8	0	11	0	541
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	43	1792	46	10	66	2319	26	7	46	2	26	0	48	0	57	1	4489
	2.27%	94.76%	2.43%	0.53%	2.73%	95.91%	1.08%	0.29%	62.16%	2.70%	35.14%	0.00%	45.28%	0.00%	53.77%	0.94%	
PEAK HR :	04:45 PM - 05:45 PM				30	1219	14	5	21	2	8	0	25	0	19	1	TOTAL
PEAK HR VOL :	16	918	24	2	0.938	0.949	0.875	0.625	0.656	0.500	0.667	0.000	0.694	0.000	0.679	0.250	2304
PEAK HR FACTOR :	0.667	0.929	0.750	0.250	0.952				0.646				0.804				0.968

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & West Rd
City: Cypress
Control: Signalized

Project ID: 22-450036-012
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				West Rd				West Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
6:30 AM	1	185	40	0	10	112	2	1	0	0	0	0	21	3	14	0	389
6:45 AM	0	207	44	0	12	170	4	0	0	0	2	0	37	7	38	1	522
7:00 AM	1	164	42	0	21	173	1	1	0	1	1	0	52	4	28	0	489
7:15 AM	1	172	42	1	35	155	2	0	1	0	0	0	25	0	23	0	457
7:30 AM	2	178	29	0	23	141	1	1	0	1	0	0	31	0	30	0	437
7:45 AM	0	177	28	2	20	155	2	0	0	0	0	0	24	1	19	0	428
8:00 AM	2	186	32	1	18	168	3	0	0	0	2	0	38	4	20	0	474
8:15 AM	0	182	28	0	14	138	1	1	1	0	0	0	43	0	12	1	421
8:30 AM	0	259	35	1	17	140	2	0	2	1	0	0	34	3	20	0	514
8:45 AM	0	165	21	0	17	121	3	0	1	4	0	0	25	1	13	0	371
9:00 AM	1	155	27	1	11	120	2	0	2	2	0	0	18	0	16	0	355
9:15 AM	1	144	22	1	15	127	0	1	1	0	1	0	24	0	10	1	348
9:30 AM	2	154	18	1	7	137	1	0	0	1	0	0	21	2	17	0	361
9:45 AM	3	128	13	0	16	109	4	2	0	0	0	0	25	1	15	0	316
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	14	2456	421	8	236	1966	28	7	8	10	6	0	418	26	275	3	5882
	0.48%	84.72%	14.52%	0.28%	10.55%	87.89%	1.25%	0.31%	33.33%	41.67%	25.00%	0.00%	57.89%	3.60%	38.09%	0.42%	
PEAK HR :	06:45 AM - 07:45 AM																TOTAL
PEAK HR VOL :	4	721	157	1	91	639	8	2	1	2	3	0	145	11	119	1	1905
PEAK HR FACTOR :	0.500	0.871	0.892	0.250	0.650	0.923	0.500	0.500	0.250	0.500	0.375	0.000	0.697	0.393	0.783	0.250	0.912
	0.879				0.944				0.750				0.821				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
10:00 AM	0	118	19	0	18	114	2	0	2	3	3	0	19	2	22	0	322
10:15 AM	4	115	24	3	16	117	1	0	1	1	2	0	23	0	18	0	325
10:30 AM	3	133	20	0	17	105	2	1	1	0	0	0	26	0	13	0	321
10:45 AM	4	133	15	1	15	116	2	0	2	0	3	0	20	1	15	0	327
11:00 AM	2	127	16	3	15	136	0	1	2	0	4	0	21	1	13	0	341
11:15 AM	2	149	15	0	19	116	1	1	3	0	0	0	20	3	17	0	346
11:30 AM	1	142	16	2	17	131	2	3	3	1	1	0	23	2	19	0	363
11:45 AM	2	157	33	2	20	147	1	1	4	4	2	0	19	3	14	0	409
12:00 PM	7	144	19	0	25	144	2	1	2	2	2	0	32	4	20	0	404
12:15 PM	5	145	26	1	27	161	2	0	3	4	4	0	28	2	17	0	425
12:30 PM	2	155	23	2	25	164	3	0	5	2	2	0	29	2	22	0	436
12:45 PM	2	131	22	2	20	178	2	2	1	0	0	0	21	4	21	0	406
1:00 PM	4	137	25	0	22	150	2	3	0	3	0	0	16	1	20	0	383
1:15 PM	4	166	17	1	34	135	4	3	2	1	2	0	28	4	18	0	419
1:30 PM	1	176	11	3	31	171	2	2	3	1	2	0	41	0	15	0	459
1:45 PM	1	138	27	3	18	158	3	2	3	1	2	0	21	3	25	0	405
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	44	2266	328	23	339	2243	31	20	37	23	29	0	387	32	289	0	6091
	1.65%	85.16%	12.33%	0.86%	12.88%	85.19%	1.18%	0.76%	41.57%	25.84%	32.58%	0.00%	54.66%	4.52%	40.82%	0.00%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	16	601	101	5	97	616	8	2	14	12	10	0	108	11	73	0	1674
PEAK HR FACTOR :	0.571	0.957	0.765	0.625	0.898	0.939	0.667	0.500	0.700	0.750	0.625	0.000	0.844	0.688	0.830	0.000	0.960
	0.932				0.941				0.818				0.857				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
2:00 PM	1	143	19	1	24	164	0	1	1	5	1	0	21	4	21	0	406
2:15 PM	4	144	17	2	26	210	2	1	2	3	2	0	36	2	24	0	475
2:30 PM	3	183	18	3	20	178	2	0	0	1	3	0	21	3	28	0	463
2:45 PM	4	169	38	3	22	193	5	1	2	2	1	0	25	5	25	1	496
3:00 PM	2	195	32	1	34	219	2	4	5	2	1	0	36	1	27	0	561
3:15 PM	2	178	30	0	38	182	1	1	4	9	1	0	32	2	26	0	506
3:30 PM	1	169	19	2	36	235	4	2	0	2	4	0	36	3	20	0	533
3:45 PM	1	204	22	2	30	218	3	1	1	2	5	0	42	1	26	0	558
4:00 PM	3	188	22	2	32	209	0	2	1	3	1	0	48	3	23	0	537
4:15 PM	7	192	28	1	26	273	3	1	3	3	2	0	28	3	29	1	600
4:30 PM	2	216	29	1	29	228	3	1	4	2	2	0	50	1	40	0	608
4:45 PM	3	237	41	6	32	274	5	1	1	1	3	0	43	2	33	0	682
5:00 PM	3	229	36	2	40	255	2	1	4	2	2	0	52	0	23	0	651
5:15 PM	1	188	41	1	39	288	0	1	3	4	1	0	44	3	23	1	638
5:30 PM	5	180	41	4	45	260	0	1	3	2	2	0	41	2	31	0	617
5:45 PM	0	172	39	2	35	263	0	0	3	3	1	0	56	1	30	0	605
6:00 PM	2	197	32	3	42	279	2	2	2	0	4	0	51	2	33	0	651
6:15 PM	2	211	32	2	42	236	1	2	4	3	2	0	43	1	34	0	615
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	46	3395	536	38	592	4164	35	23	43	49	38	0	705	39	496	3	10202
	1.15%	84.56%	13.35%	0.95%	12.30%	86.50%	0.73%	0.48%	33.08%	37.69%	29.23%	0.00%	56.72%	3.14%	39.90%	0.24%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	12	834	159	13	156	1077	7	4	11	9	8	0	180	7	110	1	2588
PEAK HR FACTOR :	0.600	0.880	0.970	0.542	0.867	0.935	0.350	1.000	0.688	0.563	0.667	0.000	0.865	0.583	0.833	0.250	0.949
	0.887				0.948				0.875				0.955				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Morrison Grove Dr
City: Cypress
Control: Signalized

Project ID: 22-450036-013
Date: 4/26/2022

Data - Totals

NS/EW Streets:		Fry Rd				Fry Rd				Morrison Grove Dr				Morrison Grove Dr				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	2	0	0	1	2	0	0	0.5	0.5	1	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	6:30 AM	6	218	0	0	0	129	5	1	7	0	6	0	0	0	0	0	372
	6:45 AM	7	230	0	0	0	205	5	0	15	0	8	0	0	0	0	0	470
	7:00 AM	9	200	0	0	0	199	9	4	19	0	8	0	0	0	0	0	448
	7:15 AM	13	202	0	0	0	168	11	5	12	0	9	0	0	0	0	0	420
	7:30 AM	10	196	2	0	2	155	12	7	9	0	3	0	0	0	0	0	396
	7:45 AM	15	181	4	0	1	158	18	7	15	0	7	0	0	0	0	0	406
	8:00 AM	17	209	2	0	1	178	25	4	13	0	16	0	1	0	2	0	468
	8:15 AM	16	191	1	0	0	161	15	9	16	0	13	0	1	0	0	0	423
TOTAL VOLUMES :		93	1627	9	0	4	1353	100	37	106	0	70	0	2	0	2	0	3403
APPROACH %'s :		5.38%	94.10%	0.52%	0.00%	0.27%	90.56%	6.69%	2.48%	60.23%	0.00%	39.77%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :		06:45 AM - 07:45 AM																TOTAL
PEAK HR VOL :		39	828	2	0	2	727	37	16	55	0	28	0	0	0	0	0	1734
PEAK HR FACTOR :		0.750	0.900	0.250	0.000	0.250	0.887	0.771	0.571	0.724	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.922
		0.917				0.922				0.769								
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	2	0	0	1	2	0	0	0.5	0.5	1	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	4:30 PM	13	257	0	0	2	280	11	4	16	0	19	0	1	0	0	0	603
	4:45 PM	13	250	0	1	1	298	15	6	19	0	8	0	0	0	0	0	611
	5:00 PM	19	256	0	0	0	283	16	10	21	0	8	0	1	0	1	0	615
	5:15 PM	12	205	0	2	0	309	15	4	20	0	13	0	0	0	1	0	581
	5:30 PM	10	206	0	0	1	293	10	11	21	2	7	0	2	1	2	0	566
	5:45 PM	9	192	0	0	0	303	14	4	14	0	14	0	0	0	2	0	552
	6:00 PM	13	211	1	1	0	314	17	7	16	0	13	0	4	0	2	0	599
	6:15 PM	14	222	0	0	0	262	20	2	19	0	12	0	0	0	2	0	553
TOTAL VOLUMES :		103	1799	1	4	4	2342	118	48	146	2	94	0	8	1	10	0	4680
APPROACH %'s :		5.40%	94.34%	0.05%	0.21%	0.16%	93.23%	4.70%	1.91%	60.33%	0.83%	38.84%	0.00%	42.11%	5.26%	52.63%	0.00%	
PEAK HR :		04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :		57	968	0	3	3	1170	57	24	76	0	48	0	2	0	2	0	2410
PEAK HR FACTOR :		0.750	0.942	0.000	0.375	0.375	0.947	0.891	0.600	0.905	0.000	0.632	0.000	0.500	0.000	0.500	0.000	0.980
		0.935				0.956				0.886				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Chilton Bluff Blvd/Maircopa Ridge Dr
City: Cypress
Control: Signalized

Project ID: 22-450036-014
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Chilton Bluff Blvd/Maircopa Ridge Dr				Chilton Bluff Blvd/Maircopa Ridge Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
6:30 AM	4	173	2	0	4	137	2	0	35	1	15	0	9	0	21	0	403
6:45 AM	3	190	6	0	1	202	7	0	30	0	24	1	11	0	23	0	498
7:00 AM	4	158	3	0	13	187	10	0	27	0	20	0	27	0	19	0	468
7:15 AM	9	185	9	0	9	160	6	1	22	1	13	0	8	0	14	0	437
7:30 AM	6	166	4	1	9	144	5	1	17	1	11	0	8	0	19	0	392
7:45 AM	3	185	6	0	4	149	7	0	17	0	13	0	9	0	13	0	406
8:00 AM	4	165	7	0	6	183	7	2	21	0	16	0	14	2	15	0	442
8:15 AM	4	195	10	0	7	160	9	1	13	2	19	1	14	0	12	0	447
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	37	1417	47	1	53	1322	53	5	182	5	131	2	100	2	136	0	3493
	2.46%	94.34%	3.13%	0.07%	3.70%	92.25%	3.70%	0.35%	56.88%	1.56%	40.94%	0.63%	42.02%	0.84%	57.14%	0.00%	
PEAK HR :	06:30 AM - 07:30 AM																TOTAL
PEAK HR VOL :	20	706	20	0	27	686	25	1	114	2	72	1	55	0	77	0	1806
PEAK HR FACTOR :	0.556	0.929	0.556	0.000	0.519	0.849	0.625	0.250	0.814	0.500	0.750	0.250	0.509	0.000	0.837	0.000	0.907
	0.919				0.880				0.859				0.717				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
4:30 PM	9	255	10	1	17	245	29	11	0	2	5	0	8	0	10	0	602
4:45 PM	9	225	18	0	17	246	30	0	23	1	5	1	9	2	12	0	619
5:00 PM	15	224	10	0	13	238	38	1	21	2	8	0	14	0	27	0	611
5:15 PM	13	190	9	0	28	263	37	1	15	1	13	0	9	1	20	0	600
5:30 PM	14	170	3	1	23	243	32	0	17	0	2	0	6	0	19	0	530
5:45 PM	7	186	12	0	19	269	33	1	16	1	5	0	11	0	11	0	571
6:00 PM	10	190	8	1	25	259	43	0	20	1	7	0	5	0	10	0	579
6:15 PM	12	200	11	1	20	227	32	0	14	0	6	0	4	0	18	0	545
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	49.6%	1640	81	4	162	2010	274	3	137	8	51	1	66	3	127	0	4657
	4.96%	90.36%	4.46%	0.22%	6.61%	82.07%	11.19%	0.12%	69.54%	4.06%	25.89%	0.51%	33.67%	1.53%	64.80%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	47	894	47	1	75	1012	134	2	70	6	31	1	40	3	69	0	2432
PEAK HR FACTOR :	0.783	0.876	0.653	0.250	0.670	0.951	0.882	0.500	0.761	0.750	0.596	0.250	0.714	0.375	0.639	0.000	0.982
	0.899				0.929				0.871				0.683				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Longenbaugh Rd
City: Cypress
Control: Signalized

Project ID: 22-450036-015
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Longenbaugh Rd				Longenbaugh Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
6:30 AM	3	142	53	0	34	101	2	0	6	16	12	0	53	7	45	0	474
6:45 AM	10	139	74	0	46	178	8	0	6	26	12	0	125	7	56	0	687
7:00 AM	8	108	104	0	51	188	5	0	6	25	29	1	180	10	46	0	761
7:15 AM	19	176	102	0	57	130	10	0	2	17	16	0	65	4	38	0	636
7:30 AM	5	124	75	0	32	98	8	0	7	21	10	0	51	15	56	0	502
7:45 AM	6	148	46	0	50	108	5	0	3	25	7	0	65	17	53	0	533
8:00 AM	13	157	62	0	48	124	13	1	1	9	13	0	53	23	41	0	558
8:15 AM	9	150	55	0	45	94	39	1	17	55	16	1	32	21	61	0	596
8:30 AM	22	168	44	0	65	121	24	0	23	75	34	0	34	46	60	0	716
8:45 AM	12	148	46	0	44	100	5	0	6	21	10	0	25	10	28	0	455
9:00 AM	6	122	21	0	26	96	2	0	0	14	8	0	34	11	33	0	373
9:15 AM	6	118	30	0	37	127	1	0	1	9	8	0	28	7	32	0	404
9:30 AM	4	136	33	0	34	118	2	1	2	13	9	0	29	3	33	0	417
9:45 AM	6	105	37	0	24	96	0	0	1	5	9	0	41	12	33	0	369
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	129	1941	782	0	593	1679	124	3	81	331	193	2	815	193	615	0	7481
	4.52%	68.06%	27.42%	0.00%	24.72%	69.99%	5.17%	0.13%	13.34%	54.53%	31.80%	0.33%	50.22%	11.89%	37.89%	0.00%	
PEAK HR :	06:45 AM - 07:45 AM																TOTAL
PEAK HR VOL :	42	547	355	0	186	594	31	0	21	89	67	1	421	36	196	0	2586
PEAK HR FACTOR :	0.553	0.777	0.853	0.000	0.816	0.790	0.775	0.000	0.750	0.856	0.578	0.250	0.585	0.600	0.875	0.000	0.850
	0.795				0.831				0.730				0.692				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
10:00 AM	6	90	46	0	25	98	0	0	0	12	4	0	37	3	38	0	359
10:15 AM	4	127	44	0	35	108	5	0	0	8	5	0	24	3	24	0	387
10:30 AM	3	101	33	1	29	81	3	0	3	12	3	1	26	4	26	0	326
10:45 AM	4	104	36	1	21	112	2	0	0	11	8	0	32	6	35	0	372
11:00 AM	6	113	33	0	24	106	3	0	2	1	8	0	32	8	26	0	362
11:15 AM	3	111	38	0	30	123	1	0	1	6	8	0	31	2	25	0	379
11:30 AM	7	109	32	0	21	117	3	0	1	13	12	0	29	5	33	0	382
11:45 AM	6	139	26	0	28	124	1	0	4	6	6	0	25	4	34	0	403
12:00 PM	5	114	33	0	28	124	4	1	4	6	7	0	40	10	29	0	405
12:15 PM	5	118	51	0	45	147	3	0	6	5	8	0	23	3	29	0	443
12:30 PM	2	128	42	0	29	116	2	1	1	4	5	0	32	13	28	0	403
12:45 PM	9	115	37	0	29	151	1	0	3	12	2	0	42	7	31	0	439
1:00 PM	3	123	46	1	38	120	2	1	4	12	8	0	48	6	25	0	437
1:15 PM	4	127	37	0	35	112	0	0	3	12	4	0	31	6	40	0	411
1:30 PM	2	144	35	1	34	140	4	0	0	4	5	0	43	5	31	0	448
1:45 PM	8	113	33	1	45	132	2	0	3	6	5	0	44	8	20	0	420
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	77	1876	602	5	496	1911	36	3	35	130	98	1	539	93	474	0	6376
	3.01%	73.28%	23.52%	0.20%	20.28%	78.13%	1.47%	0.12%	13.26%	49.24%	37.12%	0.38%	48.73%	8.41%	42.86%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	18	509	155	2	136	523	7	1	10	40	19	0	164	24	127	0	1735
PEAK HR FACTOR :	0.500	0.884	0.842	0.500	0.895	0.866	0.438	0.250	0.625	0.833	0.594	0.000	0.854	0.857	0.794	0.000	0.968
	0.940				0.921				0.719				0.984				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
2:00 PM	7	104	44	0	46	119	0	0	1	5	6	0	44	7	32	0	415
2:15 PM	9	118	31	0	48	158	1	0	0	9	6	0	47	5	44	0	476
2:30 PM	4	140	36	0	49	144	0	0	0	9	10	0	57	9	45	0	503
2:45 PM	15	141	83	0	39	139	1	1	1	6	10	0	55	14	39	0	544
3:00 PM	14	161	112	2	54	159	3	0	1	9	15	0	49	16	46	0	641
3:15 PM	12	152	59	1	46	156	14	0	3	10	11	2	65	21	52	0	604
3:30 PM	12	141	80	0	60	148	20	0	6	14	12	0	56	17	62	0	628
3:45 PM	13	175	87	0	45	158	3	0	4	10	5	0	39	13	59	0	611
4:00 PM	6	163	76	0	55	169	7	0	12	14	7	0	73	9	64	0	655
4:15 PM	9	120	83	0	90	194	83	0	24	48	27	0	77	15	68	0	838
4:30 PM	13	173	80	0	77	194	4	0	20	27	17	1	82	16	71	0	775
4:45 PM	11	171	86	0	64	214	11	0	11	16	12	0	75	5	61	0	737
5:00 PM	10	164	91	0	76	205	4	0	10	19	10	0	98	27	54	0	768
5:15 PM	18	134	73	0	77	179	4	0	5	13	12	0	62	21	59	0	657
5:30 PM	9	131	86	0	63	209	3	0	5	17	14	0	63	15	37	0	652
5:45 PM	8	147	89	0	66	214	1	1	2	11	12	0	75	9	46	0	681
6:00 PM	12	146	90	0	81	211	9	0	3	12	11	0	88	14	51	0	728
6:15 PM	9	168	90	0	65	156	4	0	3	5	4	0	50	16	56	0	626
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	191	2649	1376	3	1101	3126	172	2	111	254	201	3	1155	249	946	0	11539
	4.53%	62.79%	32.61%	0.07%	25.02%	71.03%	3.91%	0.05%	19.51%	44.64%	35.33%	0.53%	49.15%	10.60%	40.26%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	43	628	340	0	307	807	102	0	65	110	66	1	332	63	254	0	3118
PEAK HR FACTOR :	0.827	0.908	0.934	0.000	0.853	0.943	0.307	0.000	0.677	0.573	0.611	0.250	0.847	0.583	0.894	0.000	0.930
	0.943				0.828				0.611				0.906				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Rustic Lake Ln
City: Cypress
Control: Signalized

Project ID: 22-450036-016
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Rustic Lake Ln				Rustic Lake Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	0.5 WT	0.5 WR	0 WU	
6:30 AM	14	176	8	0	8	112	14	1	10	1	2	0	14	6	22	0	388
6:45 AM	56	182	10	0	17	156	35	8	7	17	29	0	20	43	25	0	605
7:00 AM	55	187	9	0	27	192	65	15	18	42	35	0	11	82	10	0	748
7:15 AM	46	235	10	0	30	226	24	12	9	48	25	0	12	42	15	0	734
7:30 AM	30	175	11	0	13	125	15	2	11	30	25	0	14	52	16	0	519
7:45 AM	19	207	14	7	14	149	40	2	10	38	30	0	21	43	3	0	597
8:00 AM	6	174	20	1	17	133	26	0	23	27	26	0	13	14	29	0	509
8:15 AM	3	182	12	0	16	131	1	0	1	0	4	0	14	5	30	0	399
8:30 AM	1	207	14	0	31	140	0	0	1	1	3	0	12	1	33	0	444
8:45 AM	0	178	13	0	19	115	0	1	1	1	1	0	15	6	21	0	371
9:00 AM	0	143	9	1	16	121	2	2	2	2	3	0	20	0	12	0	333
9:15 AM	1	145	15	1	20	149	0	1	1	1	1	0	9	2	8	0	354
9:30 AM	2	157	8	0	17	134	0	1	0	2	0	0	17	3	14	0	355
9:45 AM	1	127	7	0	16	119	1	1	3	1	2	0	13	2	7	0	300
TOTAL VOLUMES :	NL 234	NT 2475	NR 160	NU 10	SL 261	ST 2002	SR 223	SU 46	EL 97	ET 211	ER 186	EU 0	WL 205	WT 301	WR 245	WU 0	TOTAL 6656
APPROACH %'s :	8.13%	85.97%	5.56%	0.35%	10.31%	79.07%	8.81%	1.82%	19.64%	42.71%	37.65%	0.00%	27.30%	40.08%	32.62%	0.00%	
PEAK HR :	06:45 AM - 07:45 AM																TOTAL
PEAK HR VOL :	187	779	40	0	87	699	139	37	45	137	114	0	57	219	66	0	2606
PEAK HR FACTOR :	0.835	0.829	0.909	0.000	0.725	0.773	0.535	0.617	0.625	0.714	0.814	0.000	0.713	0.668	0.660	0.000	0.871
	0.864				0.804				0.779				0.830				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	0.5 WT	0.5 WR	0 WU	
10:00 AM	3	144	5	1	15	126	1	2	0	1	1	0	9	1	8	0	317
10:15 AM	2	148	6	0	9	124	1	1	0	0	5	0	16	2	14	0	328
10:30 AM	4	133	7	1	14	104	0	0	3	1	7	0	12	0	13	0	299
10:45 AM	6	121	14	0	21	138	1	1	4	0	2	0	13	1	5	0	327
11:00 AM	6	140	22	0	11	122	2	3	4	1	1	0	17	0	13	0	342
11:15 AM	5	119	10	0	15	139	1	2	1	3	0	0	10	0	8	0	313
11:30 AM	5	139	17	0	8	160	3	0	3	1	2	0	11	0	12	0	361
11:45 AM	1	149	11	1	10	132	5	1	0	2	2	0	14	2	13	0	343
12:00 PM	4	146	13	3	17	168	4	1	4	1	3	0	12	1	9	0	386
12:15 PM	6	135	12	0	19	154	4	1	14	8	10	0	18	3	18	0	402
12:30 PM	3	152	8	0	18	143	5	1	1	1	4	0	14	2	15	0	367
12:45 PM	9	153	20	1	22	168	2	2	6	3	8	0	12	7	12	0	425
1:00 PM	3	152	8	2	16	166	1	1	2	2	4	0	16	1	13	0	387
1:15 PM	2	159	15	0	13	136	0	1	2	1	2	0	8	0	8	0	347
1:30 PM	2	161	10	0	8	199	2	1	0	0	0	0	13	0	14	0	410
1:45 PM	2	148	14	0	19	150	4	1	5	5	9	0	12	2	11	0	382
TOTAL VOLUMES :	NL 63	NT 2299	NR 192	NU 9	SL 235	ST 2329	SR 36	SU 19	EL 49	ET 30	ER 60	EU 0	WL 207	WT 22	WR 186	WU 0	TOTAL 5736
APPROACH %'s :	2.46%	89.70%	7.49%	0.35%	8.97%	88.93%	1.37%	0.73%	35.25%	21.58%	43.17%	0.00%	49.88%	5.30%	44.82%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	21	592	48	3	75	631	12	5	23	14	26	0	60	13	58	0	1581
PEAK HR FACTOR :	0.583	0.967	0.600	0.375	0.852	0.939	0.600	0.625	0.411	0.438	0.650	0.000	0.833	0.464	0.806	0.000	0.930
	0.907				0.932				0.492				0.840				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	0.5 WT	0.5 WR	0 WU	
2:00 PM	6	139	12	0	10	171	4	0	2	5	6	0	15	4	15	0	389
2:15 PM	5	163	11	2	18	169	3	1	6	0	1	0	10	5	13	0	407
2:30 PM	18	173	10	0	10	186	7	1	8	4	6	0	17	6	11	0	457
2:45 PM	30	168	11	0	22	188	11	7	26	22	30	0	14	27	17	0	573
3:00 PM	17	166	21	0	29	223	17	8	48	31	29	0	22	15	17	0	643
3:15 PM	22	153	23	2	15	217	11	6	8	4	6	0	20	21	7	0	515
3:30 PM	21	206	17	0	22	202	14	5	37	31	39	0	16	23	14	0	647
3:45 PM	4	199	20	0	14	184	14	3	31	8	14	0	26	7	19	0	543
4:00 PM	7	186	11	0	22	220	4	2	13	5	10	0	14	6	19	0	519
4:15 PM	11	193	11	0	31	250	9	1	10	7	11	0	15	6	15	0	570
4:30 PM	6	215	27	0	39	254	9	2	21	19	13	0	15	16	22	0	658
4:45 PM	9	202	31	1	24	258	11	3	20	26	16	0	26	8	22	0	657
5:00 PM	7	220	35	1	27	301	5	1	12	2	7	0	15	4	20	0	657
5:15 PM	4	187	25	0	16	230	4	2	7	3	5	0	19	3	19	0	524
5:30 PM	7	205	21	1	23	247	11	1	4	2	1	0	19	2	14	0	558
5:45 PM	20	223	26	0	23	240	22	0	12	2	5	0	15	6	16	0	610
6:00 PM	11	212	25	0	25	261	34	2	27	7	14	0	16	11	20	0	665
6:15 PM	6	197	20	0	16	196	14	0	38	7	17	0	17	7	12	0	547
TOTAL VOLUMES :	NL 211	NT 3407	NR 357	NU 7	SL 386	ST 3997	SR 204	SU 45	EL 330	ET 185	ER 230	EU 0	WL 311	WT 177	WR 292	WU 0	TOTAL 10139
APPROACH %'s :	5.30%	85.56%	8.97%	0.18%	8.33%	86.29%	4.40%	0.97%	44.30%	24.83%	30.87%	0.00%	39.87%	22.69%	37.44%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	33	830	104	2	121	1063	34	7	63	54	47	0	71	34	79	0	2542
PEAK HR FACTOR :	0.750	0.943	0.743	0.500	0.776	0.883	0.773	0.583	0.750	0.519	0.734	0.000	0.683	0.531	0.898	0.000	0.966
	0.921				0.917				0.661				0.821				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Tealbrook Dr
City: Cypress
Control: Signalized

Project ID: 22-450036-017
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Tealbrook Dr				Tealbrook Dr					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	6:30 AM	3	178	1	0	2	143	4	1	20	1	20	0	5	0	11	0	389
	6:45 AM	4	203	2	1	3	182	13	0	26	2	18	0	4	2	17	0	477
	7:00 AM	6	225	6	1	4	192	20	0	29	3	17	0	4	0	29	0	536
	7:15 AM	5	196	3	1	11	209	18	2	32	5	13	0	4	2	9	0	510
	7:30 AM	3	190	3	2	2	167	13	0	36	7	20	0	2	1	13	0	459
	7:45 AM	8	194	4	0	2	182	15	1	25	4	20	0	10	2	11	0	478
	8:00 AM	5	177	5	0	2	173	11	1	17	7	8	0	8	3	3	0	420
8:15 AM	3	176	6	0	4	155	9	0	10	3	7	0	5	4	6	0	388	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	37	1539	30	5	30	1403	103	5	195	32	123	0	42	14	99	0	3657	
	2.30%	95.53%	1.86%	0.31%	1.95%	91.04%	6.68%	0.32%	55.71%	9.14%	35.14%	0.00%	27.10%	9.03%	63.87%	0.00%		
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	22	805	16	4	19	750	66	3	122	19	70	0	20	5	62	0	1983	
PEAK HR FACTOR :	0.688	0.894	0.667	0.500	0.432	0.897	0.825	0.375	0.847	0.679	0.875	0.000	0.500	0.625	0.534	0.000	0.925	
	0.890				0.873				0.837				0.659					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	4:30 PM	14	219	3	7	252	19	34	0	34	2	16	0	7	3	9	0	587
	4:45 PM	16	228	9	7	9	251	43	2	29	2	16	0	2	4	5	0	623
	5:00 PM	14	228	3	7	9	251	34	1	42	3	12	0	4	0	7	0	597
	5:15 PM	19	211	10	6	8	247	31	1	21	4	12	0	8	3	2	0	583
	5:30 PM	27	209	9	6	7	229	28	0	32	2	15	0	4	3	6	0	577
	5:45 PM	14	227	9	3	5	218	17	2	34	7	13	0	2	5	5	0	561
	6:00 PM	26	199	7	1	4	239	33	1	49	5	18	0	4	2	3	0	591
6:15 PM	15	186	8	2	5	192	15	0	39	3	15	0	7	9	5	0	501	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	145	1689	58	36	54	1879	218	7	280	28	117	0	38	29	42	0	4620	
	7.52%	87.60%	3.01%	1.87%	2.50%	87.07%	10.10%	0.32%	65.88%	6.59%	27.53%	0.00%	34.86%	26.61%	38.53%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	63	868	25	24	33	1001	125	4	126	11	56	0	21	10	23	0	2390	
PEAK HR FACTOR :	0.829	0.952	0.625	0.857	0.917	0.993	0.727	0.500	0.750	0.688	0.875	0.000	0.656	0.625	0.639	0.000	0.959	
	0.942				0.953				0.846				0.711					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & High Stone Ln
City: Cypress
Control: Signalized

Project ID: 22-450036-018
Date: 4/27/2022

Data - Totals

NS/EW Streets:		Fry Rd				Fry Rd				High Stone Ln				High Stone Ln				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
	6:30 AM	17	265	0	1	0	146	5	0	35	0	18	1	0	0	0	0	488
	6:45 AM	27	285	0	1	0	176	6	0	24	0	23	3	0	0	0	0	545
	7:00 AM	17	242	0	0	0	221	9	0	32	0	22	2	0	0	0	0	545
	7:15 AM	24	257	0	0	0	244	14	0	23	0	29	2	0	0	0	0	593
	7:30 AM	11	269	0	1	0	256	15	0	30	0	36	1	0	0	0	0	619
	7:45 AM	14	232	0	1	0	246	11	0	28	0	29	2	0	0	0	0	563
	8:00 AM	15	211	0	2	0	273	7	0	26	0	33	1	0	0	0	0	568
	8:15 AM	10	264	0	0	0	200	7	0	18	0	14	5	0	0	0	0	518
TOTAL VOLUMES :	135	2025	0	6	0	1762	74	0	216	0	204	17	0	0	0	0	TOTAL	
APPROACH %'s :	6.23%	93.49%	0.00%	0.28%	0.00%	95.97%	4.03%	0.00%	49.43%	0.00%	46.68%	3.89%					4439	
PEAK HR :		07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :		64	969	0	4	0	1019	47	0	107	0	127	6	0	0	0	0	2343
PEAK HR FACTOR :		0.667	0.901	0.000	0.500	0.000	0.933	0.783	0.000	0.892	0.000	0.882	0.750	0.000	0.000	0.000	0.000	0.946
		0.923				0.952				0.896								

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
	4:30 PM	29	232	0	1	0	295	14	0	23	0	20	2	0	0	0	0	616
	4:45 PM	19	227	0	1	0	276	16	0	16	0	17	4	0	0	0	0	529
	5:00 PM	31	239	0	3	0	276	28	0	19	0	17	0	0	0	0	0	611
	5:15 PM	29	253	0	3	0	307	26	0	23	0	15	1	0	0	0	0	657
	5:30 PM	23	214	0	2	0	284	20	0	24	0	22	2	0	0	0	0	591
	5:45 PM	35	224	0	1	0	283	14	3	24	0	24	5	0	0	0	0	613
	6:00 PM	14	217	0	0	0	293	28	0	23	0	18	3	0	0	0	0	596
	6:15 PM	16	190	0	2	0	286	34	0	9	0	21	5	0	0	0	0	563
TOTAL VOLUMES :	196	1796	0	13	0	2255	178	3	161	0	152	22	0	0	0	0	TOTAL	
APPROACH %'s :	9.78%	89.58%	0.00%	0.65%	0.00%	92.57%	7.31%	0.12%	48.06%	0.00%	45.37%	6.57%					4776	
PEAK HR :		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :		118	930	0	9	0	1150	88	3	90	0	76	8	0	0	0	0	2472
PEAK HR FACTOR :		0.843	0.919	0.000	0.750	0.000	0.936	0.786	0.250	0.938	0.000	0.792	0.400	0.000	0.000	0.000	0.000	0.941
		0.927				0.932				0.821								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Highland Creek Ranch Dr/Arbor Creek Dr
City: Cypress
Control: Signalized

Project ID: 22-450036-019
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Highland Creek Ranch Dr/Arbor Creek Dr				Highland Creek Ranch Dr/Arbor Creek Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
6:30 AM	1	233	5	0	4	152	2	0	11	1	6	0	20	0	9	0	444
6:45 AM	3	278	9	0	3	203	4	0	6	1	12	0	20	0	17	0	556
7:00 AM	5	258	16	0	11	252	3	0	9	1	8	0	22	0	12	0	597
7:15 AM	4	215	7	0	9	252	6	0	8	1	15	0	28	0	11	0	556
7:30 AM	9	282	12	0	11	260	5	0	14	1	12	0	26	0	13	0	645
7:45 AM	4	237	8	0	14	270	3	0	7	1	6	0	28	0	10	0	588
8:00 AM	5	219	22	0	15	240	2	0	4	0	10	0	18	0	7	0	542
8:15 AM	4	228	19	0	29	166	1	0	4	0	5	0	34	0	45	0	535
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	35	1950	98	0	96	1795	26	0	63	6	74	0	196	0	124	0	4463
	1.68%	93.61%	4.70%	0.00%	5.01%	93.64%	1.36%	0.00%	44.06%	4.20%	51.75%	0.00%	61.25%	0.00%	38.75%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	22	992	43	0	45	1034	17	0	38	4	41	0	104	0	46	0	2386
PEAK HR FACTOR :	0.611	0.879	0.672	0.000	0.804	0.957	0.708	0.000	0.679	1.000	0.683	0.000	0.929	0.000	0.885	0.000	0.925
	0.872				0.955				0.769				0.962				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
4:30 PM	9	250	33	0	14	289	8	0	4	14	10	1	15	1	11	0	661
4:45 PM	9	258	20	0	24	285	5	0	8	0	8	0	15	1	10	0	644
5:00 PM	11	226	26	0	12	287	6	0	3	0	5	0	19	0	10	0	605
5:15 PM	6	220	39	0	9	306	6	0	4	2	5	0	22	1	8	0	628
5:30 PM	9	241	27	0	17	304	4	0	3	0	6	0	16	1	13	0	641
5:45 PM	4	255	22	0	16	293	2	1	6	1	6	0	10	0	8	0	624
6:00 PM	9	206	22	0	10	273	9	0	2	0	9	0	13	1	8	0	562
6:15 PM	11	210	26	0	7	293	5	0	7	1	2	0	12	1	7	0	582
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3.16%	86.83%	215	0	109	2330	45	2	37	4	51	1	138	6	75	0	4947
	3.16%	86.83%	10.00%	0.00%	4.38%	93.72%	1.81%	0.08%	39.78%	4.30%	54.84%	1.08%	63.01%	2.74%	34.25%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	35	954	118	0	59	1167	25	1	19	2	28	1	87	3	39	0	2538
PEAK HR FACTOR :	0.795	0.924	0.756	0.000	0.615	0.953	0.781	0.250	0.594	0.250	0.700	0.250	0.702	0.750	0.886	0.000	0.960
	0.948				0.975				0.781				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr
City: Katy
Control: Signalized

Project ID: 22-450036-020
Date: 4/26/2022

Data - Totals

NS/EW Streets:		Fry Rd				Fry Rd				Stockton Falls Dr/Lake Stockton Falls Dr				Stockton Falls Dr/Lake Stockton Falls Dr				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	2	0	0	1	2	0	0	0	2	0	0	0	2	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	6:30 AM	5	195	3	1	3	193	3	0	10	4	28	0	12	1	12	0	470
	6:45 AM	2	213	1	0	1	235	2	0	12	1	26	0	12	3	15	0	523
	7:00 AM	14	208	4	0	5	268	4	0	29	6	25	0	7	5	20	0	595
	7:15 AM	9	181	4	3	6	288	9	0	16	5	25	0	17	6	13	1	583
	7:30 AM	10	216	3	1	5	279	8	0	28	3	28	0	4	2	17	0	604
	7:45 AM	8	193	3	1	6	288	10	0	19	0	23	0	7	1	8	0	567
	8:00 AM	16	190	4	1	2	240	5	0	24	3	26	0	8	1	13	0	533
	8:15 AM	13	223	7	0	4	213	6	0	10	3	30	1	13	1	8	0	532
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		77	1619	29	7	32	2004	47	0	148	25	211	1	80	20	106	1	4407
		4.45%	93.48%	1.67%	0.40%	1.54%	96.21%	2.26%	0.00%	38.44%	6.49%	54.81%	0.26%	38.65%	9.66%	51.21%	0.48%	
PEAK HR :		07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :		41	798	14	5	22	1123	31	0	92	14	101	0	35	14	58	1	2349
PEAK HR FACTOR :		0.732	0.924	0.875	0.417	0.917	0.975	0.775	0.000	0.793	0.583	0.902	0.000	0.515	0.583	0.725	0.250	0.972
		0.933				0.967				0.863				0.730				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	2	0	0	1	2	0	0	0	2	0	0	0	2	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	4:30 PM	26	232	9	0	10	275	17	1	14	5	31	0	9	4	17	0	650
	4:45 PM	18	276	7	6	8	283	20	0	17	6	28	0	3	5	13	0	690
	5:00 PM	22	244	10	2	10	273	11	0	12	9	22	0	15	10	18	0	658
	5:15 PM	25	218	12	0	11	288	8	0	15	5	25	0	4	5	16	0	632
	5:30 PM	24	254	11	0	4	280	12	0	14	8	31	0	4	10	16	0	668
	5:45 PM	21	243	4	1	9	283	13	0	12	4	15	1	8	6	9	0	629
	6:00 PM	25	215	11	1	8	255	8	0	11	4	20	0	5	7	14	0	584
	6:15 PM	21	230	9	0	2	261	7	0	11	9	23	0	3	5	7	0	588
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		182	1912	73	10	62	2198	96	1	106	50	195	1	51	52	110	0	5099
		8.36%	87.83%	3.35%	0.46%	2.63%	93.25%	4.07%	0.04%	30.11%	14.20%	55.40%	0.28%	23.94%	24.41%	51.64%	0.00%	
PEAK HR :		04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :		89	992	40	8	33	1124	51	0	58	28	106	0	26	30	63	0	2648
PEAK HR FACTOR :		0.890	0.899	0.833	0.333	0.750	0.976	0.638	0.000	0.853	0.778	0.855	0.000	0.433	0.750	0.875	0.000	0.959
		0.919				0.971				0.906				0.692				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & W Little York Rd
City: Katy
Control: Signalized

Project ID: 22-450036-021
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				W Little York Rd				W Little York Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
6:30 AM	17	157	28	0	48	154	9	0	29	77	40	0	50	24	30	0	663
6:45 AM	13	174	51	0	47	232	6	0	31	95	49	0	38	25	41	0	802
7:00 AM	27	180	49	0	58	208	10	0	25	95	44	0	64	50	37	0	847
7:15 AM	24	138	43	0	48	247	26	1	30	89	51	0	68	35	45	0	845
7:30 AM	25	172	45	0	59	214	16	0	41	95	47	0	76	42	40	0	872
7:45 AM	26	158	50	0	54	216	29	0	27	74	46	0	61	55	40	0	836
8:00 AM	34	165	42	0	57	183	29	0	29	93	33	0	63	53	38	0	819
8:15 AM	23	150	41	0	48	188	37	0	61	105	34	0	46	51	50	0	834
8:30 AM	23	147	35	1	43	151	26	0	50	74	38	0	67	36	57	0	748
8:45 AM	10	155	44	0	51	150	12	1	39	71	30	0	38	34	42	0	677
9:00 AM	13	124	24	1	35	146	18	0	30	48	30	0	34	27	44	0	574
9:15 AM	20	107	30	0	36	132	18	0	29	66	31	0	35	29	33	1	567
9:30 AM	23	110	31	0	37	141	11	0	23	48	36	0	41	23	30	1	555
9:45 AM	16	111	27	0	48	145	14	0	21	56	26	0	46	31	33	0	574
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	294	2048	540	2	669	2507	261	2	465	1086	535	0	727	515	560	2	10213
	10.19%	71.01%	18.72%	0.07%	19.45%	72.90%	7.59%	0.06%	22.29%	52.06%	25.65%	0.00%	40.30%	28.55%	31.04%	0.11%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	102	648	187	0	219	885	81	1	123	353	188	0	269	182	162	0	3400
PEAK HR FACTOR :	0.944	0.900	0.935	0.000	0.928	0.896	0.698	0.250	0.750	0.929	0.922	0.000	0.885	0.827	0.900	0.000	0.975
	0.915				0.921				0.907				0.970				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
10:00 AM	22	105	30	1	35	106	17	0	24	44	31	0	45	29	37	0	526
10:15 AM	14	103	22	0	49	113	15	0	29	49	28	1	38	45	36	0	542
10:30 AM	19	130	22	0	50	119	16	0	33	52	26	0	44	36	38	0	585
10:45 AM	13	119	24	0	53	154	12	1	33	52	19	0	44	32	48	0	604
11:00 AM	20	118	22	2	49	137	12	1	41	48	21	0	39	32	41	0	583
11:15 AM	11	123	26	0	43	112	11	0	25	56	36	0	42	39	63	0	587
11:30 AM	22	102	23	0	43	158	14	0	34	56	24	0	34	44	39	0	593
11:45 AM	31	147	38	0	49	132	17	0	23	50	24	0	42	43	30	1	627
12:00 PM	22	128	29	0	54	139	20	1	26	43	30	0	47	53	38	1	631
12:15 PM	42	121	36	1	51	137	22	0	45	74	28	0	37	47	49	1	691
12:30 PM	37	132	21	2	61	177	26	0	27	64	24	0	54	43	52	0	720
12:45 PM	30	158	17	1	50	123	10	0	33	51	23	0	56	54	66	0	672
1:00 PM	29	129	32	0	48	169	25	0	27	43	20	0	51	53	41	0	667
1:15 PM	23	137	20	1	57	144	11	0	50	64	33	0	51	46	49	0	686
1:30 PM	38	166	39	0	40	153	15	0	25	60	29	0	50	63	55	0	733
1:45 PM	27	103	23	0	47	188	20	0	36	55	21	1	55	47	55	1	679
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	400	2021	424	8	779	2261	263	3	511	861	417	2	729	706	737	4	10126
	14.02%	70.84%	14.86%	0.28%	23.56%	68.39%	7.96%	0.09%	28.53%	48.07%	23.28%	0.11%	33.50%	32.44%	33.87%	0.18%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	117	535	114	1	192	654	71	0	138	222	103	1	207	209	200	1	2765
PEAK HR FACTOR :	0.770	0.806	0.731	0.250	0.842	0.870	0.710	0.000	0.690	0.867	0.780	0.250	0.941	0.829	0.909	0.250	0.943
	0.789				0.899				0.789				0.918				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
2:00 PM	30	147	22	0	60	139	18	0	28	47	29	0	52	48	56	0	676
2:15 PM	26	175	31	0	50	176	26	0	40	51	27	0	69	56	39	0	766
2:30 PM	36	165	37	1	51	154	24	0	29	57	32	0	47	46	58	0	737
2:45 PM	40	193	32	0	57	157	25	0	40	50	27	0	42	55	49	0	767
3:00 PM	27	162	27	0	68	194	18	1	44	68	35	0	61	76	58	0	839
3:15 PM	35	174	35	0	76	192	30	0	29	72	33	0	66	59	51	1	853
3:30 PM	40	147	26	0	70	171	29	0	34	64	20	0	78	78	52	0	809
3:45 PM	39	176	25	0	58	167	28	0	45	88	23	0	57	68	75	2	851
4:00 PM	33	156	37	0	74	173	28	0	34	58	18	0	61	94	58	3	827
4:15 PM	28	147	25	0	79	198	14	0	42	97	41	1	60	88	71	0	891
4:30 PM	47	173	35	0	60	196	27	0	62	98	25	0	79	97	53	0	952
4:45 PM	35	162	19	0	58	229	25	0	68	95	36	0	51	79	61	0	918
5:00 PM	40	189	28	1	63	179	25	0	41	78	27	0	66	88	53	0	878
5:15 PM	41	154	29	0	73	212	29	0	48	80	31	0	63	91	47	0	898
5:30 PM	35	195	22	0	62	191	28	0	51	83	17	0	59	110	54	2	909
5:45 PM	35	193	23	0	65	235	30	0	37	77	35	0	54	83	47	0	914
6:00 PM	42	158	41	0	62	169	17	1	37	80	31	0	66	99	60	0	863
6:15 PM	30	128	35	1	69	174	41	0	29	57	37	0	35	72	49	0	757
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	639	2994	529	3	1155	3306	462	2	738	1300	524	1	1066	1387	991	8	15105
	15.34%	71.88%	12.70%	0.07%	23.45%	67.13%	9.38%	0.04%	28.79%	50.72%	20.44%	0.04%	30.88%	40.18%	28.71%	0.23%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	163	678	111	1	254	816	106	0	219	351	119	0	259	355	214	0	3646
PEAK HR FACTOR :	0.867	0.897	0.793	0.250	0.870	0.891	0.914	0.000	0.805	0.895	0.826	0.000	0.820	0.915	0.877	0.000	0.957
	0.923				0.936				0.866				0.904				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Plantation Grove Tr
City: Katy
Control: Signalized

Project ID: 22-450036-022
Date: 4/26/2022

Data - Totals

NS/EW Streets:		Fry Rd				Fry Rd				Plantation Grove Tr				Plantation Grove Tr				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	2	0	0	1	2	0	0	0	1	0	0	0	1	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	6:30 AM	0	216	9	0	2	242	1	0	0	0	0	0	14	0	5	0	489
	6:45 AM	1	249	18	0	7	309	0	1	0	0	0	0	7	0	9	0	601
	7:00 AM	1	253	25	0	9	310	0	0	0	0	0	0	24	0	8	0	630
	7:15 AM	0	241	27	0	5	368	1	0	1	0	1	0	18	1	2	0	665
	7:30 AM	0	211	18	0	1	357	0	0	0	0	2	0	27	0	5	0	621
	7:45 AM	0	257	31	0	7	317	1	0	0	0	0	0	17	0	5	0	635
	8:00 AM	2	232	21	0	8	284	1	0	0	0	0	0	15	0	8	0	571
	8:15 AM	0	229	21	0	7	276	1	2	0	0	0	0	21	0	5	0	562
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		4	1888	170	0	46	2463	5	3	1	0	3	0	143	1	47	0	4774
		0.19%	91.56%	8.24%	0.00%	1.83%	97.85%	0.20%	0.12%	25.00%	0.00%	75.00%	0.00%	74.87%	0.52%	24.61%	0.00%	
PEAK HR :		07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :		1	962	101	0	22	1352	2	0	1	0	3	0	86	1	20	0	2551
PEAK HR FACTOR :		0.250	0.936	0.815	0.000	0.611	0.918	0.500	0.000	0.250	0.000	0.375	0.000	0.796	0.250	0.625	0.000	0.959
		0.924				0.920				0.500				0.836				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	2	0	0	1	2	0	0	0	1	0	0	0	1	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	4:30 PM	0	278	55	0	15	312	2	2	1	0	0	0	36	0	9	0	710
	4:45 PM	0	261	44	0	23	298	0	0	0	0	2	0	35	0	13	0	676
	5:00 PM	1	276	50	0	14	294	0	1	0	1	1	0	33	0	18	0	689
	5:15 PM	0	264	47	0	11	306	3	0	0	0	0	0	39	0	20	0	690
	5:30 PM	0	265	43	0	13	279	2	1	3	0	1	0	50	0	18	0	675
	5:45 PM	1	272	35	0	22	309	6	0	0	0	0	0	43	1	14	0	703
	6:00 PM	0	260	54	0	20	260	8	1	3	0	0	0	56	0	16	0	678
	6:15 PM	1	276	61	0	20	239	7	0	2	1	0	0	40	2	25	0	674
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		3	2152	389	0	138	2297	28	5	9	2	4	0	332	3	133	0	5495
		0.12%	84.59%	15.29%	0.00%	5.59%	93.07%	1.13%	0.20%	60.00%	13.33%	26.67%	0.00%	70.94%	0.64%	28.42%	0.00%	
PEAK HR :		04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :		1	1079	196	0	63	1210	5	3	1	1	3	0	143	0	60	0	2765
PEAK HR FACTOR :		0.250	0.970	0.891	0.000	0.685	0.970	0.417	0.375	0.250	0.250	0.375	0.000	0.917	0.000	0.750	0.000	0.974
		0.958				0.968				0.625				0.860				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Coldfield Dr
City: Katy
Control: Signalized

Project ID: 22-450036-023
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Coldfield Dr				Coldfield Dr					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	6:30 AM	5	217	7	2	4	263	0	0	6	0	4	0	28	0	5	0	541
	6:45 AM	2	262	12	0	3	312	2	0	3	0	10	0	25	0	11	0	642
	7:00 AM	5	265	26	2	8	328	2	0	3	1	4	0	46	0	7	0	697
	7:15 AM	4	265	30	1	4	386	3	0	7	0	4	0	35	0	3	0	742
	7:30 AM	5	227	14	2	16	371	0	1	6	0	1	0	26	0	13	0	682
	7:45 AM	5	268	16	1	13	315	5	0	3	1	4	0	17	1	8	0	657
	8:00 AM	3	245	38	1	21	284	2	0	6	5	4	0	13	1	9	0	632
8:15 AM	0	235	48	0	14	275	1	0	2	5	5	0	43	1	27	0	656	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	29	1984	191	9	83	2534	15	1	36	12	36	0	233	3	83	0	5249	
	1.31%	89.65%	8.63%	0.41%	3.15%	96.24%	0.57%	0.04%	42.86%	14.29%	42.86%	0.00%	73.04%	0.94%	26.02%	0.00%		
PEAK HR :	07:00 AM - 08:00 AM																	
PEAK HR VOL :	19	1025	86	6	41	1400	10	1	19	2	13	0	124	1	31	0	2778	
PEAK HR FACTOR :	0.950	0.956	0.717	0.750	0.641	0.907	0.500	0.250	0.679	0.500	0.813	0.000	0.674	0.250	0.596	0.000	0.936	
	0.947				0.924				0.773				0.736					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	4:30 PM	8	330	19	1	316	4	1	7	2	4	0	31	6	32	0	729	
	4:45 PM	8	339	40	2	327	6	0	8	6	3	0	37	3	14	0	873	
	5:00 PM	6	309	42	2	15	303	4	0	8	5	4	0	27	1	18	0	744
	5:15 PM	10	307	44	1	19	319	12	0	13	3	7	0	19	3	10	0	767
	5:30 PM	14	303	45	1	15	303	9	1	5	5	3	0	19	0	9	0	732
	5:45 PM	9	298	38	4	19	320	4	1	5	4	1	0	23	4	13	0	743
	6:00 PM	9	318	27	2	15	306	5	0	7	1	4	0	32	2	22	0	750
6:15 PM	13	328	28	2	16	259	4	0	6	1	4	0	34	4	19	0	718	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	88	2493	303	14	139	2453	48	3	59	27	30	0	239	23	137	0	6056	
	3.04%	86.02%	10.46%	0.48%	5.26%	92.81%	1.82%	0.11%	50.86%	23.28%	25.86%	0.00%	59.90%	5.76%	34.34%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																	
PEAK HR VOL :	43	1246	165	5	74	1265	26	1	36	16	18	0	131	13	74	0	3113	
PEAK HR FACTOR :	0.566	0.944	0.938	0.625	0.881	0.967	0.542	0.250	0.692	0.667	0.643	0.000	0.606	0.542	0.578	0.000	0.946	
	0.965				0.965				0.761				0.592					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Bear Hunters Dr/Blackwater Dr
City: Katy
Control: Signalized

Project ID: 22-450036-024
Date: 4/26/2022

Data - Totals

NS/EW Streets:		Fry Rd				Fry Rd				Bear Hunters Dr/Blackwater Dr				Bear Hunters Dr/Blackwater Dr				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	2	0	0	1	2	0	0	0	2	0	0	0	2	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	6:30 AM	2	212	3	0	2	287	7	0	29	0	23	0	5	0	0	0	570
	6:45 AM	2	228	4	0	0	320	7	0	34	0	15	0	9	0	4	0	623
	7:00 AM	8	279	2	0	2	370	13	0	23	0	25	1	11	0	7	1	742
	7:15 AM	6	263	2	0	1	400	16	0	18	0	15	0	4	0	7	0	732
	7:30 AM	8	223	2	0	1	366	12	0	25	0	21	0	4	0	7	0	669
	7:45 AM	16	261	4	0	3	319	15	0	17	0	13	0	4	0	6	0	658
	8:00 AM	12	252	3	0	4	276	15	1	27	0	17	0	4	0	3	0	614
	8:15 AM	9	256	0	0	5	285	22	0	43	1	14	0	5	0	6	0	646
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		63	1974	20	0	18	2623	107	1	216	1	143	1	46	0	40	1	5254
		3.06%	95.96%	0.97%	0.00%	0.65%	95.42%	3.89%	0.04%	59.83%	0.28%	39.61%	0.28%	52.87%	0.00%	45.98%	1.15%	
PEAK HR :		07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :		38	1026	10	0	7	1455	56	0	83	0	74	1	23	0	27	1	2801
PEAK HR FACTOR :		0.594	0.919	0.625	0.000	0.583	0.909	0.875	0.000	0.830	0.000	0.740	0.250	0.523	0.000	0.964	0.250	0.944
		0.929				0.910				0.806				0.671				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	2	0	0	1	2	0	0	0	2	0	0	0	2	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	4:30 PM	18	314	5	0	16	300	47	1	22	0	16	0	18	4	8	1	770
	4:45 PM	20	308	6	1	10	316	29	1	34	2	20	0	18	4	11	0	780
	5:00 PM	19	337	5	1	12	294	25	0	28	0	14	0	24	3	6	0	768
	5:15 PM	11	313	8	0	5	297	33	1	29	1	13	0	13	2	3	0	729
	5:30 PM	23	348	7	0	8	282	19	1	20	2	14	0	19	3	7	1	754
	5:45 PM	16	311	8	0	6	307	25	1	27	0	6	0	14	3	8	1	733
	6:00 PM	17	302	11	1	8	276	31	1	25	0	19	0	21	4	5	0	721
	6:15 PM	13	345	5	0	6	269	31	0	20	0	8	0	25	1	8	0	731
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		137	2578	55	3	71	2341	240	6	205	5	110	0	152	24	56	3	5986
		4.94%	92.97%	1.98%	0.11%	2.67%	88.07%	9.03%	0.23%	64.06%	1.56%	34.38%	0.00%	64.68%	10.21%	23.83%	1.28%	
PEAK HR :		04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :		68	1272	24	2	43	1207	134	3	113	3	63	0	73	13	28	1	3047
PEAK HR FACTOR :		0.850	0.944	0.750	0.500	0.672	0.955	0.713	0.750	0.831	0.375	0.788	0.000	0.760	0.813	0.636	0.250	0.977
		0.943				0.953				0.799				0.871				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Kieth Harrow Blvd
City: Katy
Control: Signalized

Project ID: 22-450036-025
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Kieth Harrow Blvd				Kieth Harrow Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
6:30 AM	4	127	9	0	21	240	35	0	58	32	31	0	22	28	19	3	629
6:45 AM	5	162	19	0	55	267	42	0	67	71	27	0	21	27	22	0	785
7:00 AM	3	157	38	0	56	251	47	0	61	67	25	0	25	47	56	5	838
7:15 AM	5	167	21	0	54	328	60	0	53	44	24	0	35	34	44	3	872
7:30 AM	7	173	10	0	30	326	45	0	48	50	26	0	12	22	20	1	770
7:45 AM	10	178	8	0	15	252	45	1	59	28	31	0	15	29	42	2	715
8:00 AM	20	192	16	0	17	242	48	0	55	28	20	0	26	26	34	3	727
8:15 AM	20	171	12	0	24	251	35	0	62	33	30	0	20	19	22	3	702
8:30 AM	23	137	12	0	20	224	36	1	53	29	22	0	15	28	20	1	621
8:45 AM	7	156	6	0	17	220	30	0	44	30	16	0	19	20	24	2	591
9:00 AM	10	143	8	0	18	192	24	0	32	18	12	0	11	17	13	3	501
9:15 AM	1	131	4	0	13	191	21	1	26	24	12	0	13	14	15	2	468
9:30 AM	6	148	4	0	22	203	29	0	35	24	8	0	5	14	20	0	518
9:45 AM	8	139	3	1	23	183	17	1	31	21	11	0	9	14	25	2	488
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	129	2181	170	1	385	3370	514	4	684	499	295	0	248	339	376	30	9225
	5.20%	87.91%	6.85%	0.04%	9.01%	78.87%	12.03%	0.09%	46.28%	33.76%	19.96%	0.00%	24.97%	34.14%	37.87%	3.02%	
PEAK HR :	06:45 AM - 07:45 AM																TOTAL
PEAK HR VOL :	20	659	88	0	195	1172	194	0	229	232	102	0	93	130	142	9	3265
PEAK HR FACTOR :	0.714	0.952	0.579	0.000	0.871	0.893	0.808	0.000	0.854	0.817	0.944	0.000	0.664	0.691	0.634	0.450	0.936
	0.968								0.883				0.703				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
10:00 AM	1	129	9	0	11	179	28	1	37	14	11	1	4	13	34	0	472
10:15 AM	6	130	4	0	23	142	22	2	22	20	10	0	8	8	22	2	421
10:30 AM	6	174	2	0	31	173	18	0	23	7	13	0	12	12	21	1	493
10:45 AM	3	147	7	0	22	189	26	1	29	11	13	0	13	12	17	3	493
11:00 AM	2	164	6	0	25	177	18	0	28	22	4	0	5	15	24	0	490
11:15 AM	4	137	3	0	29	176	26	1	28	13	7	0	10	15	26	5	480
11:30 AM	4	198	9	0	19	177	29	0	33	14	8	0	9	20	16	4	540
11:45 AM	9	179	11	1	43	183	28	0	35	17	8	0	8	17	30	2	571
12:00 PM	2	173	5	0	32	190	31	2	29	19	5	0	13	20	30	3	554
12:15 PM	6	184	10	0	32	180	18	2	33	19	8	0	9	11	24	4	540
12:30 PM	8	202	5	0	31	205	31	0	22	14	11	0	13	14	30	2	588
12:45 PM	6	165	10	0	28	173	24	0	34	20	8	0	8	23	13	3	515
1:00 PM	5	177	8	0	30	191	29	0	26	26	10	0	12	21	30	1	566
1:15 PM	2	203	5	0	31	196	37	1	36	25	15	0	7	15	25	2	600
1:30 PM	5	217	10	1	32	208	23	0	43	20	2	0	9	25	20	1	616
1:45 PM	10	206	11	0	23	234	36	1	40	19	10	1	12	19	26	2	650
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	79	2785	115	2	442	2973	424	11	539.5%	280	143	2	152	260	388	35	8589
	2.65%	93.43%	3.86%	0.07%	11.48%	77.22%	11.01%	0.29%	53.95%	30.34%	15.49%	0.22%	18.20%	31.14%	46.47%	4.19%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	22	803	34	1	116	829	125	2	145	90	37	1	40	80	101	6	2432
PEAK HR FACTOR :	0.550	0.925	0.773	0.250	0.906	0.886	0.845	0.500	0.843	0.865	0.617	0.250	0.833	0.800	0.842	0.750	0.935
	0.923								0.898				0.887				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
2:00 PM	4	210	13	0	24	198	32	1	42	17	10	0	15	22	29	0	617
2:15 PM	8	223	13	0	38	182	38	0	30	25	10	0	11	26	31	5	640
2:30 PM	7	264	9	0	24	213	36	1	39	22	10	0	11	19	23	2	680
2:45 PM	7	209	19	0	44	190	39	1	52	30	9	0	30	21	53	4	708
3:00 PM	17	202	12	1	42	213	41	0	58	24	14	0	32	39	58	3	756
3:15 PM	16	276	16	0	45	243	45	0	47	14	14	0	13	32	35	2	798
3:30 PM	10	217	13	0	26	204	51	2	55	35	12	0	25	27	34	3	714
3:45 PM	17	241	17	0	35	200	35	1	38	32	11	0	28	41	53	1	750
4:00 PM	18	243	15	0	39	237	57	2	44	29	12	1	25	36	37	2	797
4:15 PM	18	274	19	0	39	208	55	1	57	42	17	0	28	37	40	4	839
4:30 PM	18	226	21	0	40	216	57	1	57	53	12	1	22	44	33	2	803
4:45 PM	12	236	22	0	43	254	56	0	62	57	19	1	18	60	55	3	898
5:00 PM	14	230	20	0	40	216	56	0	64	48	11	0	29	45	49	1	823
5:15 PM	17	230	13	0	34	246	44	0	70	51	13	0	25	57	35	3	838
5:30 PM	17	271	23	0	31	230	49	1	72	36	13	0	17	59	47	3	869
5:45 PM	21	245	16	1	37	214	55	2	47	33	4	0	17	43	46	3	784
6:00 PM	18	225	18	0	45	220	55	2	38	47	9	0	15	68	40	4	804
6:15 PM	17	289	12	0	34	223	52	1	61	47	17	0	12	45	43	2	855
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	256	4311	291	2	660	3907	853	16	933	642	217	3	373	721	741	47	13973
	5.27%	88.70%	5.99%	0.04%	12.14%	71.87%	15.69%	0.29%	51.98%	35.77%	12.09%	0.17%	19.82%	38.31%	39.37%	2.50%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	60	967	78	0	148	946	205	1	268	192	56	1	89	221	186	10	3428
PEAK HR FACTOR :	0.882	0.892	0.848	0.000	0.860	0.931	0.915	0.250	0.931	0.842	0.737	0.250	0.767	0.921	0.845	0.833	0.954
	0.888								0.930				0.930				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Windy Stone Dr
City: Katy
Control: Signalized

Project ID: 22-450036-026
Date: 4/26/2022

Data - Totals

NS/EW Streets:	Fry Rd				Fry Rd				Windy Stone Dr				Windy Stone Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
6:30 AM	3	132	9	0	3	290	0	0	5	3	26	0	18	1	8	0	498
6:45 AM	2	155	16	0	2	294	5	0	13	5	21	0	29	0	13	0	555
7:00 AM	4	181	24	0	9	304	5	0	11	7	15	0	32	4	13	0	609
7:15 AM	6	174	9	0	8	366	4	0	7	3	18	0	40	1	6	0	642
7:30 AM	2	166	6	0	5	352	3	0	3	5	18	0	35	1	16	0	612
7:45 AM	10	195	7	1	5	302	3	0	4	1	18	0	31	3	17	1	598
8:00 AM	1	195	9	0	2	275	5	0	3	3	23	0	23	0	15	0	554
8:15 AM	12	197	10	0	3	301	0	0	8	3	17	0	20	3	6	0	580
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	40	1395	90	1	37	2484	25	0	54	30	156	0	228	13	94	1	4648
	2.62%	91.42%	5.90%	0.07%	1.45%	97.56%	0.98%	0.00%	22.50%	12.50%	65.00%	0.00%	67.86%	3.87%	27.98%	0.30%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	22	716	46	1	27	1324	15	0	25	16	69	0	138	9	52	1	2461
PEAK HR FACTOR :	0.550	0.918	0.479	0.250	0.750	0.904	0.750	0.000	0.568	0.571	0.958	0.000	0.863	0.563	0.765	0.250	0.958
	0.921				0.903				0.833				0.962				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
4:30 PM	14	258	28	0	7	243	5	0	4	6	16	0	20	4	6	0	611
4:45 PM	15	260	32	0	9	268	13	0	1	7	16	0	20	6	6	0	664
5:00 PM	11	270	28	0	12	232	14	0	3	7	15	0	22	7	4	0	625
5:15 PM	16	244	32	0	11	259	5	0	1	3	17	0	20	5	2	0	615
5:30 PM	11	311	41	1	7	244	4	0	3	0	18	0	24	3	3	0	670
5:45 PM	16	279	29	0	10	225	10	0	3	2	10	1	19	5	5	0	614
6:00 PM	17	245	40	0	4	233	8	0	3	7	6	0	16	4	5	0	588
6:15 PM	16	312	21	0	3	230	6	1	4	5	9	0	18	5	7	0	637
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	119	2179	251	1	63	1934	65	1	22	37	107	1	167	39	38	0	5024
	4.67%	85.45%	9.84%	0.04%	3.05%	93.75%	3.15%	0.05%	13.17%	22.16%	64.07%	0.60%	68.44%	15.98%	15.57%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	56	1085	133	1	39	1003	36	0	8	17	66	0	94	21	15	0	2574
PEAK HR FACTOR :	0.778	0.872	0.811	0.250	0.813	0.936	0.643	0.000	0.667	0.607	0.917	0.000	0.839	0.750	0.625	0.000	0.960
	0.876				0.929				0.910				0.813				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fry Rd & Windstone Manor Blvd
City: Katy
Control: Signalized

Project ID: 22-450036-027
Date: 4/26/2022

Data - Totals

NS/EW Streets:		Fry Rd				Fry Rd				Windstone Manor Blvd				Windstone Manor Blvd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	6:30 AM	0	129	1	0	6	329	0	0	0	0	0	0	26	0	19	0	510
	6:45 AM	0	141	2	0	13	329	0	0	0	0	0	0	17	0	28	0	530
	7:00 AM	0	176	6	0	15	337	0	1	0	0	0	0	16	0	34	0	585
	7:15 AM	0	170	4	0	27	392	0	0	0	0	0	0	11	0	17	0	621
	7:30 AM	0	166	5	0	8	392	0	0	0	0	0	0	14	0	8	0	593
	7:45 AM	0	207	4	0	8	356	0	0	0	0	0	0	12	0	11	0	598
	8:00 AM	0	179	8	0	6	312	0	0	0	0	0	0	18	0	21	0	544
	8:15 AM	0	201	7	0	7	317	0	0	0	0	0	0	12	0	23	0	567
TOTAL VOLUMES :		0	1369	37	0	90	2764	0	1	0	0	0	0	126	0	161	0	4548
APPROACH %'s :		0.00%	97.37%	2.63%	0.00%	3.15%	96.81%	0.00%	0.04%					43.90%	0.00%	56.10%	0.00%	
PEAK HR :		07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :		0	719	19	0	58	1477	0	1	0	0	0	0	53	0	70	0	2397
PEAK HR FACTOR :		0.000	0.868	0.792	0.000	0.537	0.942	0.000	0.250	0.000	0.000	0.000	0.000	0.828	0.000	0.515	0.000	0.965
		0.874				0.916								0.615				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	4:30 PM	0	302	21	0	17	267	0	0	0	0	0	0	11	0	11	0	629
	4:45 PM	0	276	21	0	22	290	0	0	0	0	0	0	17	0	20	0	646
	5:00 PM	0	286	17	1	20	225	0	0	0	0	0	0	14	0	23	0	586
	5:15 PM	0	284	13	0	18	302	0	0	0	0	0	0	12	0	19	0	648
	5:30 PM	0	338	14	0	16	271	0	0	0	0	0	0	19	0	15	0	673
	5:45 PM	0	306	7	0	12	224	0	0	0	0	0	0	9	0	18	0	576
	6:00 PM	0	299	8	1	12	257	0	1	0	0	0	0	18	0	15	0	611
	6:15 PM	0	320	18	2	11	235	0	1	0	0	0	0	10	0	15	0	612
TOTAL VOLUMES :		0	2411	119	4	128	2071	0	2	0	0	0	0	110	0	136	0	4981
APPROACH %'s :		0.00%	95.15%	4.70%	0.16%	5.82%	94.09%	0.00%	0.09%					44.72%	0.00%	55.28%	0.00%	
PEAK HR :		04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :		0	1184	65	1	76	1088	0	0	0	0	0	0	62	0	77	0	2553
PEAK HR FACTOR :		0.000	0.876	0.774	0.250	0.864	0.901	0.000	0.000	0.000	0.000	0.000	0.000	0.816	0.000	0.837	0.000	0.948
		0.888				0.909								0.939				

Appendix B: Travel Time Runs

THIS PAGE LEFT INTENTIONALLY BLANK

Appendix C: Synchro & Tru-Traffic Outputs

Timings

1: Fry Rd & US 290 WBFR

AM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	4.0	4.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	10.0	10.0
Total Split (s)	49.0	60.0	32.0	66.0	43.0	32.0	10.0	10.0
Total Split (%)	32%	40%	21%	44%	28%	21%	7%	7%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 151								
Actuated Cycle Length: 151								
Offset: 43 (28%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Natural Cycle: 65								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 45.8%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 1: Fry Rd & US 290 WBFR

#1 Ø12 Ø1 49 s	#1 Ø2 60 s	#1 Ø4 (R) 32 s	#1 Ø8 (R) 10 s
#101 Ø16 Ø5 66 s	#101 Ø6 43 s	#101 Ø8 (R) 32 s	#101 Ø8 (R) 10 s

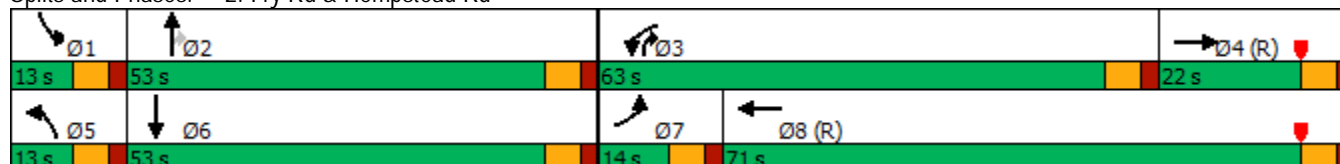
Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	4.0	4.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	10.0	10.0
Total Split (s)	49.0	60.0	32.0	66.0	43.0	32.0	10.0	10.0
Total Split (%)	32%	40%	21%	44%	28%	21%	7%	7%
Maximum Green (s)	43.0	54.0	26.0	60.0	37.0	26.0	4.0	4.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	54.0	85.0	0.0	54.0	85.0	0.0	0.0
90th %ile Term Code	Skip	MaxR	Coord	Skip	Hold	Coord	Skip	Skip
70th %ile Green (s)	0.0	54.0	85.0	0.0	54.0	85.0	0.0	0.0
70th %ile Term Code	Skip	MaxR	Coord	Skip	Hold	Coord	Skip	Skip
50th %ile Green (s)	0.0	54.0	85.0	0.0	54.0	85.0	0.0	0.0
50th %ile Term Code	Skip	MaxR	Coord	Skip	Hold	Coord	Skip	Skip
30th %ile Green (s)	0.0	54.0	85.0	0.0	54.0	85.0	0.0	0.0
30th %ile Term Code	Skip	MaxR	Coord	Skip	Hold	Coord	Skip	Skip
10th %ile Green (s)	0.0	54.0	85.0	0.0	54.0	85.0	0.0	0.0
10th %ile Term Code	Skip	MaxR	Coord	Skip	Hold	Coord	Skip	Skip
Intersection Summary								
Cycle Length: 151								
Actuated Cycle Length: 151								
Offset: 43 (28%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 2: Fry Rd & Hempstead Rd

AM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	7.0	15.0	7.0	13.0	7.0	15.0	7.0	13.0
Minimum Split (s)	13.0	21.0	13.0	19.0	13.0	21.0	13.0	19.0
Total Split (s)	13.0	53.0	63.0	22.0	13.0	53.0	14.0	71.0
Total Split (%)	9%	35%	42%	15%	9%	35%	9%	47%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	C-Max
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 151								
Actuated Cycle Length: 151								
Offset: 67 (44%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 2: Fry Rd & Hempstead Rd





















Phasings
2: Fry Rd & Hempstead Rd

AM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	7.0	15.0	7.0	13.0	7.0	15.0	7.0	13.0
Minimum Split (s)	13.0	21.0	13.0	19.0	13.0	21.0	13.0	19.0
Total Split (s)	13.0	53.0	63.0	22.0	13.0	53.0	14.0	71.0
Total Split (%)	9%	35%	42%	15%	9%	35%	9%	47%
Maximum Green (s)	7.0	47.0	57.0	16.0	7.0	47.0	8.0	65.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	47.0	0.0	92.0	0.0	47.0	0.0	92.0
90th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
70th %ile Green (s)	0.0	47.0	0.0	92.0	0.0	47.0	0.0	92.0
70th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
50th %ile Green (s)	0.0	47.0	0.0	92.0	0.0	47.0	0.0	92.0
50th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
30th %ile Green (s)	0.0	47.0	0.0	92.0	0.0	47.0	0.0	92.0
30th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
10th %ile Green (s)	0.0	47.0	0.0	92.0	0.0	47.0	0.0	92.0
10th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
Intersection Summary								
Cycle Length: 151								
Actuated Cycle Length: 151								
Offset: 67 (44%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 3: Fry Rd & Mound Rd

AM 150
09/06/2022

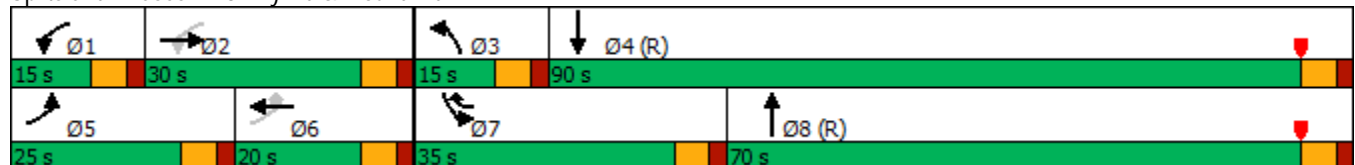
									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	247	36	34	48	398	15	1175	140	955
Future Volume (vph)	247	36	34	48	398	15	1175	140	955
Turn Type	D.P+P	NA	D.P+P	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	7	3	8	7	4
Permitted Phases	6		2		6				
Detector Phase	5	2	1	6	7	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	14.0	5.0	14.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	30.0	15.0	20.0	35.0	15.0	70.0	35.0	90.0
Total Split (%)	16.7%	20.0%	10.0%	13.3%	23.3%	10.0%	46.7%	23.3%	60.0%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)	26.6	20.7	26.6	8.6	39.3	6.1	73.7	26.9	101.3
Actuated g/C Ratio	0.18	0.14	0.18	0.06	0.26	0.04	0.49	0.18	0.68
v/c Ratio	0.91	0.19	0.15	0.49	0.86	0.23	0.74	0.48	0.48
Control Delay	89.6	26.9	46.6	83.0	56.2	56.3	45.2	60.2	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.6	26.9	46.6	83.0	56.2	56.3	45.2	60.2	14.1
LOS	F	C	D	F	E	E	D	E	B
Approach Delay		73.2		58.2			45.4		19.5
Approach LOS		E		E			D		B

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 40.5
 Intersection Capacity Utilization 86.2%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 3: Fry Rd & Mound Rd



Phasings

3: Fry Rd & Mound Rd

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	7	3	8	7	4
Permitted Phases	6		2		6				
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	14.0	5.0	14.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	30.0	15.0	20.0	35.0	15.0	70.0	35.0	90.0
Total Split (%)	16.7%	20.0%	10.0%	13.3%	23.3%	10.0%	46.7%	23.3%	60.0%
Maximum Green (s)	19.0	24.0	9.0	14.0	29.0	9.0	64.0	29.0	84.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.5	2.0	3.5
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.5	2.0	3.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	19.0	22.2	9.0	12.2	29.0	7.9	65.8	29.0	86.9
90th %ile Term Code	Max	Hold	Max	Gap	Max	Gap	Coord	Max	Coord
70th %ile Green (s)	19.0	21.1	8.0	10.1	29.0	6.6	67.9	29.0	90.3
70th %ile Term Code	Max	Hold	Gap	Gap	Max	Gap	Coord	Max	Coord
50th %ile Green (s)	19.0	20.8	6.8	8.6	29.0	0.0	69.4	29.0	104.4
50th %ile Term Code	Max	Hold	Gap	Gap	Max	Skip	Coord	Max	Coord
30th %ile Green (s)	19.0	20.3	5.8	7.1	23.8	0.0	76.1	23.8	105.9
30th %ile Term Code	Max	Hold	Gap	Gap	Gap	Skip	Coord	Gap	Coord
10th %ile Green (s)	19.0	19.0	0.0	0.0	23.7	0.0	89.3	23.7	119.0
10th %ile Term Code	Max	Hold	Skip	Skip	Gap	Skip	Coord	Gap	Coord
Intersection Summary									
Cycle Length: 150									
Actuated Cycle Length: 150									
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Control Type: Actuated-Coordinated									

Timings 4: Fry Rd & Sunny Springs Ln

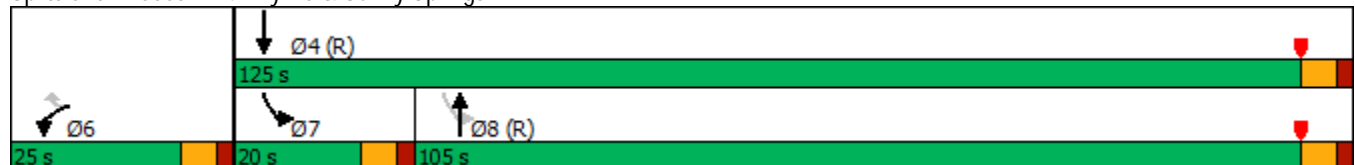
AM 150
09/06/2022

	↖	↗	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↖	↗	↕	↘	↕
Traffic Volume (vph)	37	46	1187	13	1073
Future Volume (vph)	37	46	1187	13	1073
Turn Type	Prot	Perm	NA	D.P+P	NA
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Detector Phase	6	6	8	7	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	105.0	20.0	125.0
Total Split (%)	16.7%	16.7%	70.0%	13.3%	83.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	None	C-Max
Act Effect Green (s)	8.1	8.1	129.0	129.7	133.3
Actuated g/C Ratio	0.05	0.05	0.86	0.86	0.89
v/c Ratio	0.44	0.39	0.45	0.04	0.39
Control Delay	82.5	24.6	4.8	1.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	82.5	24.6	4.8	1.9	4.2
LOS	F	C	A	A	A
Approach Delay	50.4		4.8		4.2
Approach LOS	D		A		A

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 6.1
Intersection Capacity Utilization 47.2%
Analysis Period (min) 15

Splits and Phases: 4: Fry Rd & Sunny Springs Ln



Phasings
4: Fry Rd & Sunny Springs Ln

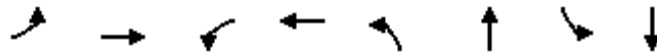
AM 150
09/06/2022



Lane Group	WBL	WBR	NBT	SBL	SBT
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Minimum Initial (s)	5.0	5.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	105.0	20.0	125.0
Total Split (%)	16.7%	16.7%	70.0%	13.3%	83.3%
Maximum Green (s)	19.0	19.0	99.0	14.0	119.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?					
Vehicle Extension (s)	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	C-Max
Walk Time (s)					
Flash Dont Walk (s)					
Pedestrian Calls (#/hr)					
90th %ile Green (s)	11.4	11.4	115.6	5.0	126.6
90th %ile Term Code	Gap	Gap	Coord	Gap	Coord
70th %ile Green (s)	9.4	9.4	117.8	4.8	128.6
70th %ile Term Code	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	8.0	8.0	130.0	0.0	130.0
50th %ile Term Code	Gap	Gap	Coord	Skip	Coord
30th %ile Green (s)	6.5	6.5	131.5	0.0	131.5
30th %ile Term Code	Gap	Gap	Coord	Skip	Coord
10th %ile Green (s)	0.0	0.0	144.0	0.0	144.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Coord
Intersection Summary					
Cycle Length: 150					
Actuated Cycle Length: 150					
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow					
Control Type: Actuated-Coordinated					

Timings 5: Fry Rd & Wheaton Crest Ln/Durango Falls Ln

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔↔	↔	↔↔
Traffic Volume (vph)	73	2	21	2	29	1062	6	1138
Future Volume (vph)	73	2	21	2	29	1062	6	1138
Turn Type	Perm	NA	Perm	NA	D.P+P	NA	D.P+P	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2	2	6	6	4		8	
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	20.0	105.0	20.0	105.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	13.3%	70.0%	13.3%	70.0%
Yellow Time (s)	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
Lost Time Adjust (s)		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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		9.5		9.5	123.7	126.3	127.3	119.7
Actuated g/C Ratio		0.06		0.06	0.82	0.84	0.85	0.80
v/c Ratio		0.70		0.34	0.10	0.40	0.02	0.46
Control Delay		46.7		37.0	4.1	7.6	1.0	2.7
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		46.7		37.0	4.1	7.6	1.0	2.7
LOS		D		D	A	A	A	A
Approach Delay		46.7		37.0		7.5		2.7
Approach LOS		D		D		A		A

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 8.4
 Intersection Capacity Utilization 52.5%
 Analysis Period (min) 15

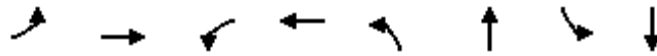
Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 5: Fry Rd & Wheaton Crest Ln/Durango Falls Ln

↔ Ø2	↔ Ø3	↔ Ø4 (R)
25 s	20 s	105 s
↔ Ø6	↔ Ø7	↔ Ø8 (R)
25 s	20 s	105 s

Phasings
5: Fry Rd & Wheaton Crest Ln/Durango Falls Ln

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2	2	6	6	4		8	
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	20.0	105.0	20.0	105.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	13.3%	70.0%	13.3%	70.0%
Maximum Green (s)	19.0	19.0	19.0	19.0	14.0	99.0	14.0	99.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	14.3	14.3	14.3	14.3	5.5	112.9	4.8	112.2
90th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
70th %ile Green (s)	11.4	11.4	11.4	11.4	5.1	126.6	0.0	115.5
70th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Skip	Coord
50th %ile Green (s)	9.4	9.4	9.4	9.4	4.9	128.6	0.0	117.7
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Skip	Coord
30th %ile Green (s)	7.4	7.4	7.4	7.4	4.6	130.6	0.0	120.0
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Skip	Coord
10th %ile Green (s)	5.0	5.0	5.0	5.0	0.0	133.0	0.0	133.0
10th %ile Term Code	Min	Min	Hold	Hold	Skip	Coord	Skip	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 6: Fry Rd & N Bridgeland Lake Pkwy

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	←	↑↑	←	↑↑	←	↑↑	←	↑↑	←
Traffic Volume (vph)	179	145	224	83	34	926	205	1024	61
Future Volume (vph)	179	145	224	83	34	926	205	1024	61
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	20.0
Total Split (s)	25.0	25.0	30.0	30.0	15.0	65.0	30.0	80.0	80.0
Total Split (%)	16.7%	16.7%	20.0%	20.0%	10.0%	43.3%	20.0%	53.3%	53.3%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effect Green (s)	18.1	13.5	22.4	17.8	7.2	68.7	21.4	85.0	85.0
Actuated g/C Ratio	0.12	0.09	0.15	0.12	0.05	0.46	0.14	0.57	0.57
v/c Ratio	0.89	0.65	0.90	0.39	0.43	0.77	0.87	0.54	0.07
Control Delay	102.8	63.5	97.1	30.7	70.5	32.5	100.8	13.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.8	63.5	97.1	30.7	70.5	32.5	100.8	13.0	0.3
LOS	F	E	F	C	E	C	F	B	A
Approach Delay		81.7		68.3		33.6		26.4	
Approach LOS		F		E		C		C	

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 40.7

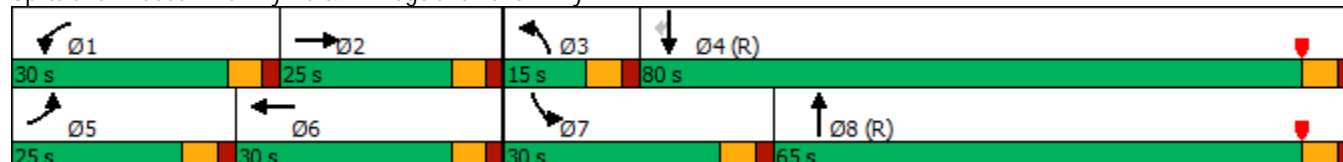
Intersection LOS: D

Intersection Capacity Utilization 82.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: Fry Rd & N Bridgeland Lake Pkwy



Phasings
6: Fry Rd & N Bridgeland Lake Pkwy

AM 150
09/06/2022





















Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	20.0
Total Split (s)	25.0	25.0	30.0	30.0	15.0	65.0	30.0	80.0	80.0
Total Split (%)	16.7%	16.7%	20.0%	20.0%	10.0%	43.3%	20.0%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	24.0	24.0	9.0	59.0	24.0	74.0	74.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	19.0	17.6	24.0	22.6	9.0	60.4	24.0	75.4	75.4
90th %ile Term Code	Max	Gap	Max	Hold	Max	Coord	Max	Coord	Coord
70th %ile Green (s)	19.0	15.2	24.0	20.2	8.7	62.8	24.0	78.1	78.1
70th %ile Term Code	Max	Gap	Max	Hold	Gap	Coord	Max	Coord	Coord
50th %ile Green (s)	19.0	13.5	24.0	18.5	7.5	65.2	23.3	81.0	81.0
50th %ile Term Code	Max	Gap	Max	Hold	Gap	Coord	Gap	Coord	Coord
30th %ile Green (s)	18.9	11.8	22.4	15.3	6.2	71.7	20.1	85.6	85.6
30th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord	Coord
10th %ile Green (s)	14.6	9.4	17.6	12.4	0.0	83.5	15.5	105.0	105.0
10th %ile Term Code	Gap	Gap	Gap	Hold	Skip	Coord	Gap	Coord	Coord
Intersection Summary									
Cycle Length: 150									
Actuated Cycle Length: 150									
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Control Type: Actuated-Coordinated									

Timings

7: Fry Rd & Lakeland Village Center Blvd /Warner Smith Blvd

AM 150

09/06/2022

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	64	76	14	217	64	10	984	208	774
Future Volume (vph)	64	76	14	217	64	10	984	208	774
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	20.0	35.0	35.0	15.0	65.0	30.0	80.0
Total Split (%)	13.3%	13.3%	13.3%	23.3%	23.3%	10.0%	43.3%	20.0%	53.3%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	10.3	10.8	10.8	24.8	25.4	5.5	67.8	22.5	91.3
Actuated g/C Ratio	0.07	0.07	0.07	0.17	0.17	0.04	0.45	0.15	0.61
v/c Ratio	0.60	0.63	0.05	0.84	0.33	0.17	0.91	0.88	0.41
Control Delay	87.0	87.8	0.4	83.9	19.4	96.3	50.0	100.5	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.0	87.8	0.4	83.9	19.4	96.3	50.0	100.5	14.8
LOS	F	F	A	F	B	F	D	F	B
Approach Delay		79.4			53.5		50.3		32.8
Approach LOS		E			D		D		C

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 46.2

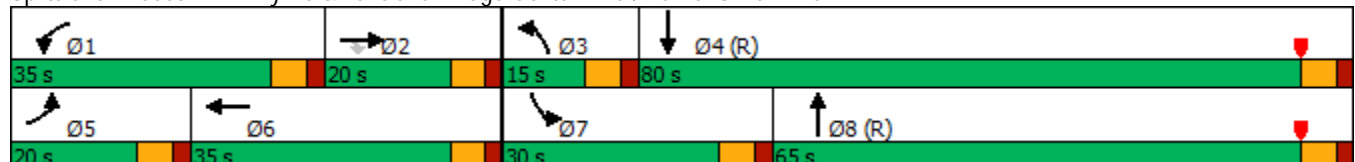
Intersection LOS: D

Intersection Capacity Utilization 83.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 7: Fry Rd & Lakeland Village Center Blvd /Warner Smith Blvd

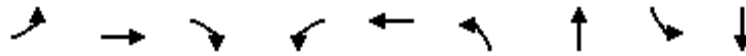


Phasings

7: Fry Rd & Lakeland Village Center Blvd /Warner Smith Blvd

AM 150

09/06/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	20.0	35.0	35.0	15.0	65.0	30.0	80.0
Total Split (%)	13.3%	13.3%	13.3%	23.3%	23.3%	10.0%	43.3%	20.0%	53.3%
Maximum Green (s)	14.0	14.0	14.0	29.0	29.0	9.0	59.0	24.0	74.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	14.0	14.0	14.0	29.0	29.0	7.1	59.0	24.0	75.9
90th %ile Term Code	Max	Max	Max	Max	Hold	Gap	Coord	Max	Coord
70th %ile Green (s)	12.3	13.1	13.1	29.0	29.8	6.1	59.9	24.0	77.8
70th %ile Term Code	Gap	Gap	Gap	Max	Hold	Gap	Coord	Max	Coord
50th %ile Green (s)	10.5	11.2	11.2	25.8	26.5	0.0	65.0	24.0	95.0
50th %ile Term Code	Gap	Gap	Gap	Gap	Hold	Skip	Coord	Max	Coord
30th %ile Green (s)	8.6	9.3	9.3	22.5	23.2	0.0	71.5	22.7	100.2
30th %ile Term Code	Gap	Gap	Gap	Gap	Hold	Skip	Coord	Gap	Coord
10th %ile Green (s)	6.0	6.6	6.6	17.7	18.3	0.0	83.7	18.0	107.7
10th %ile Term Code	Gap	Gap	Gap	Gap	Hold	Skip	Coord	Gap	Coord
Intersection Summary									
Cycle Length: 150									
Actuated Cycle Length: 150									
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Control Type: Actuated-Coordinated									

Timings 8: Fry Rd & Bridgeland Creek Pkwy

AM 150
09/06/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	263	115	94	971	681	348
Future Volume (vph)	263	115	94	971	681	348
Turn Type	Prot	Perm	D.P+P	NA	NA	Perm
Protected Phases	2		3	8	4	
Permitted Phases		2	4			4
Detector Phase	2	2	3	8	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0	12.0	12.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0	20.0	20.0
Total Split (s)	40.0	40.0	20.0	110.0	90.0	90.0
Total Split (%)	26.7%	26.7%	13.3%	73.3%	60.0%	60.0%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	30.0	30.0	102.0	108.0	94.6	94.6
Actuated g/C Ratio	0.20	0.20	0.68	0.72	0.63	0.63
v/c Ratio	0.87	0.32	0.25	0.45	0.36	0.36
Control Delay	82.3	9.1	7.5	8.9	13.2	3.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	82.3	9.1	7.5	9.0	13.2	3.2
LOS	F	A	A	A	B	A
Approach Delay	60.0			8.9	9.8	
Approach LOS	E			A	A	

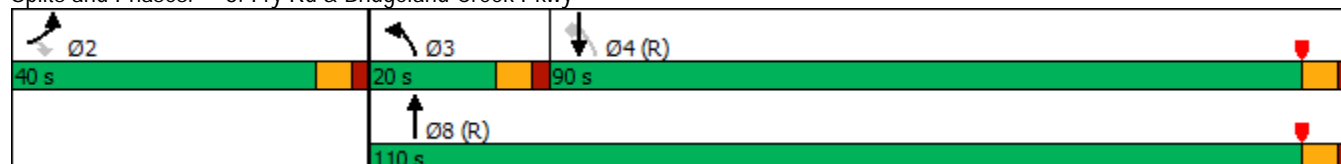
Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 17.1
Intersection Capacity Utilization 53.6%
Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 8: Fry Rd & Bridgeland Creek Pkwy



Phasings
8: Fry Rd & Bridgeland Creek Pkwy











AM 150
09/06/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2		3	8	4	
Permitted Phases		2	4			4
Minimum Initial (s)	5.0	5.0	3.0	12.0	12.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0	20.0	20.0
Total Split (s)	40.0	40.0	20.0	110.0	90.0	90.0
Total Split (%)	26.7%	26.7%	13.3%	73.3%	60.0%	60.0%
Maximum Green (s)	34.0	34.0	14.0	104.0	84.0	84.0
Yellow Time (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	2.0	4.0	4.0	4.0
Minimum Gap (s)	3.0	3.0	2.0	4.0	4.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	34.0	34.0	9.6	104.0	88.4	88.4
90th %ile Term Code	Max	Max	Gap	Coord	Coord	Coord
70th %ile Green (s)	34.0	34.0	8.3	104.0	89.7	89.7
70th %ile Term Code	Max	Max	Gap	Coord	Coord	Coord
50th %ile Green (s)	31.6	31.6	7.4	106.4	93.0	93.0
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
30th %ile Green (s)	28.0	28.0	6.4	110.0	97.6	97.6
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
10th %ile Green (s)	22.5	22.5	5.4	115.5	104.1	104.1
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
Intersection Summary						
Cycle Length: 150						
Actuated Cycle Length: 150						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings 9: Fry Rd & Brazos Sage Dr

AM 150
09/06/2022

					
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	13	133	934	29	766
Future Volume (vph)	13	133	934	29	766
Turn Type	Prot	Perm	NA	D.P+P	NA
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Detector Phase	6	6	8	7	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	100.0	20.0	120.0
Total Split (%)	20.0%	20.0%	66.7%	13.3%	80.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	None	C-Max
Act Effect Green (s)	8.2	8.2	121.0	125.0	129.8
Actuated g/C Ratio	0.05	0.05	0.81	0.83	0.87
v/c Ratio	0.17	0.68	0.40	0.09	0.31
Control Delay	69.6	23.6	7.1	2.4	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	69.6	23.6	7.1	2.4	2.1
LOS	E	C	A	A	A
Approach Delay	27.8		7.1		2.2
Approach LOS	C		A		A

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 6.6
 Intersection LOS: A
 Intersection Capacity Utilization 44.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 9: Fry Rd & Brazos Sage Dr



Phasings
9: Fry Rd & Brazos Sage Dr

AM 150
09/06/2022



Lane Group	WBL	WBR	NBT	SBL	SBT
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Minimum Initial (s)	5.0	5.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	100.0	20.0	120.0
Total Split (%)	20.0%	20.0%	66.7%	13.3%	80.0%
Maximum Green (s)	24.0	24.0	94.0	14.0	114.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	4.0	2.0	4.0
Minimum Gap (s)	3.0	3.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	C-Max
Walk Time (s)					
Flash Dont Walk (s)					
Pedestrian Calls (#/hr)					
90th %ile Green (s)	13.8	13.8	112.7	5.5	124.2
90th %ile Term Code	Gap	Gap	Coord	Gap	Coord
70th %ile Green (s)	8.9	8.9	118.0	5.1	129.1
70th %ile Term Code	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	6.8	6.8	120.4	4.8	131.2
50th %ile Term Code	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	5.9	5.9	121.4	4.7	132.1
30th %ile Term Code	Gap	Gap	Coord	Gap	Coord
10th %ile Green (s)	5.5	5.5	132.5	0.0	132.5
10th %ile Term Code	Gap	Gap	Coord	Skip	Coord
Intersection Summary					
Cycle Length: 150					
Actuated Cycle Length: 150					
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow					
Control Type: Actuated-Coordinated					

Timings 10: Fry Rd & Cypress Plaza Pkwy

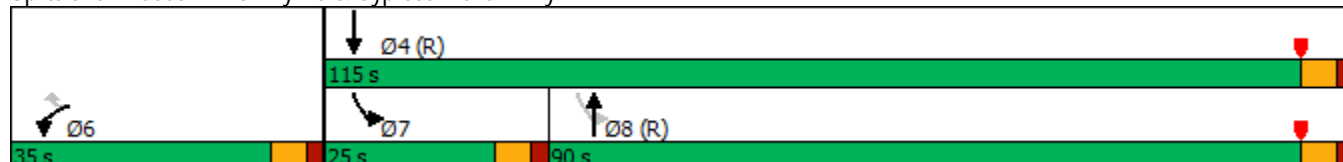
AM 150
09/06/2022

	↖	↗	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↖	↗	↕	↖	↕
Traffic Volume (vph)	49	102	732	120	755
Future Volume (vph)	49	102	732	120	755
Turn Type	Prot	Perm	NA	D.P+P	NA
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Detector Phase	6	6	8	7	4
Switch Phase					
Minimum Initial (s)	3.0	3.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	35.0	35.0	90.0	25.0	115.0
Total Split (%)	23.3%	23.3%	60.0%	16.7%	76.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	None	C-Max
Act Effect Green (s)	9.7	9.7	116.1	122.3	128.3
Actuated g/C Ratio	0.06	0.06	0.77	0.82	0.86
v/c Ratio	0.45	0.53	0.29	0.22	0.26
Control Delay	79.0	20.6	4.3	3.0	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	79.0	20.6	4.3	3.0	2.5
LOS	E	C	A	A	A
Approach Delay	39.7		4.3		2.6
Approach LOS	D		A		A

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 6.4
Intersection Capacity Utilization 46.3%
Analysis Period (min) 15

Splits and Phases: 10: Fry Rd & Cypress Plaza Pkwy



Phasings
10: Fry Rd & Cypress Plaza Pkwy

















AM 150
09/06/2022



Lane Group	WBL	WBR	NBT	SBL	SBT
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Minimum Initial (s)	3.0	3.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	35.0	35.0	90.0	25.0	115.0
Total Split (%)	23.3%	23.3%	60.0%	16.7%	76.7%
Maximum Green (s)	29.0	29.0	84.0	19.0	109.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	4.0	2.0	4.0
Minimum Gap (s)	3.0	3.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	C-Max
Walk Time (s)					
Flash Dont Walk (s)					
Pedestrian Calls (#/hr)					
90th %ile Green (s)	13.5	13.5	110.9	7.6	124.5
90th %ile Term Code	Gap	Gap	Coord	Gap	Coord
70th %ile Green (s)	11.2	11.2	114.2	6.6	126.8
70th %ile Term Code	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	9.7	9.7	116.2	6.1	128.3
50th %ile Term Code	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	8.2	8.2	118.2	5.6	129.8
30th %ile Term Code	Gap	Gap	Coord	Gap	Coord
10th %ile Green (s)	5.9	5.9	121.1	5.0	132.1
10th %ile Term Code	Gap	Gap	Coord	Gap	Coord
Intersection Summary					
Cycle Length: 150					
Actuated Cycle Length: 150					
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow					
Control Type: Actuated-Coordinated					

Timings 11: Fry Rd & Tuckerton Rd

AM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	109	231	123	235	161	703	71	506
Future Volume (vph)	109	231	123	235	161	703	71	506
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	8.0	5.0	8.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	35.0	25.0	35.0	30.0	70.0	20.0	60.0
Total Split (%)	16.7%	23.3%	16.7%	23.3%	20.0%	46.7%	13.3%	40.0%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	14.3	21.5	15.2	22.5	18.9	78.5	10.8	70.3
Actuated g/C Ratio	0.10	0.14	0.10	0.15	0.13	0.52	0.07	0.47
v/c Ratio	0.71	0.81	0.75	0.65	0.79	0.48	0.61	0.42
Control Delay	88.1	55.7	90.3	60.5	87.8	33.3	79.3	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.1	55.7	90.3	60.5	87.8	33.3	79.3	29.7
LOS	F	E	F	E	F	C	E	C
Approach Delay		62.3		68.9		42.5		34.7
Approach LOS		E		E		D		C

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 48.8

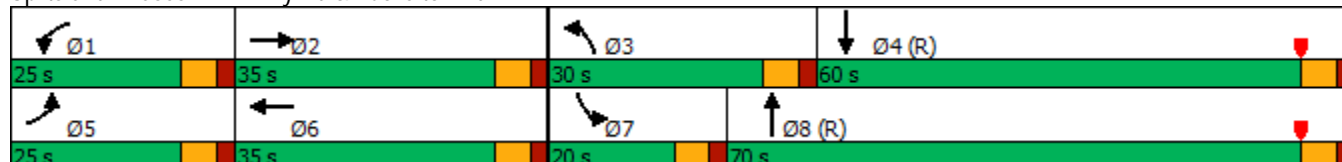
Intersection LOS: D

Intersection Capacity Utilization 66.3%

ICU Level of Service C

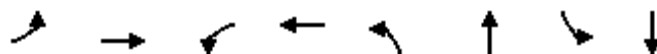
Analysis Period (min) 15

Splits and Phases: 11: Fry Rd & Tuckerton Rd



Phasings
11: Fry Rd & Tuckerton Rd

















AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Minimum Initial (s)	5.0	8.0	5.0	8.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	35.0	25.0	35.0	30.0	70.0	20.0	60.0
Total Split (%)	16.7%	23.3%	16.7%	23.3%	20.0%	46.7%	13.3%	40.0%
Maximum Green (s)	19.0	29.0	19.0	29.0	24.0	64.0	14.0	54.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	19.0	28.5	19.0	28.5	24.5	64.0	14.5	54.0
90th %ile Term Code	Max	Gap	Max	Hold	Max	Coord	Max	Coord
70th %ile Green (s)	16.9	24.0	18.3	25.4	22.1	70.8	12.9	61.6
70th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
50th %ile Green (s)	14.5	21.4	15.8	22.7	19.3	77.8	11.0	69.5
50th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	12.2	18.8	13.3	19.9	16.5	84.8	9.1	77.4
30th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
10th %ile Green (s)	8.7	15.0	9.6	15.9	12.3	95.0	6.4	89.1
10th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 12: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr

AM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	10	42	3	21	799	89	676
Future Volume (vph)	18	10	42	3	21	799	89	676
Turn Type	D.P+P	NA	D.P+P	NA	D.P+P	NA	D.P+P	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	6		2		4		8	
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	25.0	15.0	25.0	15.0	90.0	20.0	95.0
Total Split (%)	10.0%	16.7%	10.0%	16.7%	10.0%	60.0%	13.3%	63.3%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	11.6	6.2	11.6	7.5	119.2	110.7	116.8	116.2
Actuated g/C Ratio	0.08	0.04	0.08	0.05	0.79	0.74	0.78	0.77
v/c Ratio	0.16	0.19	0.34	0.29	0.04	0.32	0.18	0.26
Control Delay	60.2	38.7	65.9	1.7	2.9	4.7	6.1	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	38.7	65.9	1.7	2.9	4.7	6.1	9.5
LOS	E	D	E	A	A	A	A	A
Approach Delay		47.2		17.7		4.7		9.1
Approach LOS		D		B		A		A









Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 8.8
 Intersection Capacity Utilization 55.2%
 Analysis Period (min) 15

Intersection LOS: A

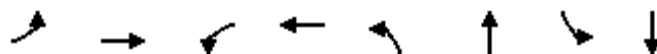
ICU Level of Service B

Splits and Phases: 12: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr

			
Ø1	Ø2	Ø3	Ø4 (R)
15 s	25 s	15 s	95 s
			
Ø5	Ø6	Ø7	Ø8 (R)
15 s	25 s	20 s	90 s

Phasings
12: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	6		2		4		8	
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	25.0	15.0	25.0	15.0	90.0	20.0	95.0
Total Split (%)	10.0%	16.7%	10.0%	16.7%	10.0%	60.0%	13.3%	63.3%
Maximum Green (s)	9.0	19.0	9.0	19.0	9.0	84.0	14.0	89.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	7.9	7.5	9.0	8.6	5.5	101.8	7.7	104.0
90th %ile Term Code	Gap	Gap	Max	Hold	Gap	Coord	Gap	Coord
70th %ile Green (s)	6.7	6.6	9.0	8.9	5.1	103.6	6.8	105.3
70th %ile Term Code	Gap	Gap	Max	Hold	Gap	Coord	Gap	Coord
50th %ile Green (s)	5.9	5.9	7.7	7.7	4.8	106.2	6.2	107.6
50th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	0.0	0.0	6.6	6.6	0.0	120.2	5.2	131.4
30th %ile Term Code	Skip	Skip	Gap	Hold	Skip	Coord	Gap	Coord
10th %ile Green (s)	0.0	5.5	0.0	5.5	0.0	121.7	4.8	132.5
10th %ile Term Code	Skip	Hold	Skip	Gap	Skip	Coord	Gap	Coord

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow
 Control Type: Actuated-Coordinated

Timings 13: Fry Rd & Miramesa Town Center

AM 150
09/06/2022

	→	↘	←	↖	↙	↑	↘	↓		
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	Ø1	Ø5
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔		
Traffic Volume (vph)	2	4	0	17	8	837	13	715		
Future Volume (vph)	2	4	0	17	8	837	13	715		
Turn Type	NA	Perm	NA	Perm	D.P+P	NA	D.P+P	NA		
Protected Phases	2		6		3	8	7	4	1	5
Permitted Phases		2		6	4		8			
Detector Phase	2	2	6	6	3	8	7	4		
Switch Phase										
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	12.0	3.0	12.0	3.0	3.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0	15.0	15.0
Total Split (s)	20.0	20.0	20.0	20.0	15.0	100.0	15.0	100.0	15.0	15.0
Total Split (%)	13.3%	13.3%	13.3%	13.3%	10.0%	66.7%	10.0%	66.7%	10%	10%
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	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	None	None
Act Effect Green (s)	0.0	10.2	0.0	12.1	130.8	130.0	129.6	132.2		
Actuated g/C Ratio	0.00	0.07	0.00	0.08	0.87	0.87	0.86	0.88		
v/c Ratio	no cap	0.02	no cap	0.08	0.02	0.31	0.03	0.25		
Control Delay		0.2		0.7	0.8	1.2	0.8	1.1		
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		
Total Delay	Error	0.2	Error	0.7	0.8	1.2	0.8	1.1		
LOS	F	A	F	A	A	A	A	A		
Approach Delay	Err		Err			1.2		1.1		
Approach LOS	F		F			A		A		

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay: Err

Intersection LOS: F

Intersection Capacity Utilization 45.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: Fry Rd & Miramesa Town Center

Ø1	Ø2	Ø3	Ø4 (R)
15 s	20 s	15 s	100 s
Ø5	Ø6	Ø7	Ø8 (R)
15 s	20 s	15 s	100 s

Phasings
13: Fry Rd & Miramesa Town Center

AM 150
09/06/2022



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	Ø1	Ø5
Protected Phases	2		6		3	8	7	4	1	5
Permitted Phases		2		6	4		8			
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	12.0	3.0	12.0	3.0	3.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0	15.0	15.0
Total Split (s)	20.0	20.0	20.0	20.0	15.0	100.0	15.0	100.0	15.0	15.0
Total Split (%)	13.3%	13.3%	13.3%	13.3%	10.0%	66.7%	10.0%	66.7%	10%	10%
Maximum Green (s)	14.0	14.0	14.0	14.0	9.0	94.0	9.0	94.0	9.0	9.0
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
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?										
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	None	None
Walk Time (s)										
Flash Dont Walk (s)										
Pedestrian Calls (#/hr)										
90th %ile Green (s)	14.0	14.0	14.0	14.0	4.9	113.0	5.0	113.1	0.0	0.0
90th %ile Term Code	Max	Max	Max	Max	Gap	Coord	Gap	Coord	Skip	Skip
70th %ile Green (s)	14.0	14.0	14.0	14.0	0.0	113.2	4.8	124.0	0.0	0.0
70th %ile Term Code	Max	Max	Max	Max	Skip	Coord	Gap	Coord	Skip	Skip
50th %ile Green (s)	14.0	14.0	14.0	14.0	0.0	124.0	0.0	124.0	0.0	0.0
50th %ile Term Code	Hold	Hold	Max	Max	Skip	Coord	Skip	Coord	Skip	Skip
30th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	144.0	0.0	144.0	0.0	0.0
30th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Coord	Skip	Coord	Skip	Skip
10th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	144.0	0.0	144.0	0.0	0.0
10th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Coord	Skip	Coord	Skip	Skip

Intersection Summary

Cycle Length: 150

















Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow

Control Type: Actuated-Coordinated

Timings 14: Fry Rd & West Rd

AM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	2	146	11	5	721	93	639
Future Volume (vph)	1	2	146	11	5	721	93	639
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	25.0	25.0	35.0	20.0	75.0	25.0	80.0
Total Split (%)	10.0%	16.7%	16.7%	23.3%	13.3%	50.0%	16.7%	53.3%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	4.7	5.0	17.2	17.2	5.1	98.7	13.9	116.2
Actuated g/C Ratio	0.03	0.03	0.11	0.11	0.03	0.66	0.09	0.77
v/c Ratio	0.02	0.01	0.79	0.31	0.08	0.42	0.62	0.26
Control Delay	71.0	0.0	90.7	13.3	98.8	12.9	88.8	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.0	0.0	90.7	13.3	98.8	12.9	88.8	2.2
LOS	E	A	F	B	F	B	F	A
Approach Delay		11.8		54.2		13.3		13.1
Approach LOS		B		D		B		B

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 19.2

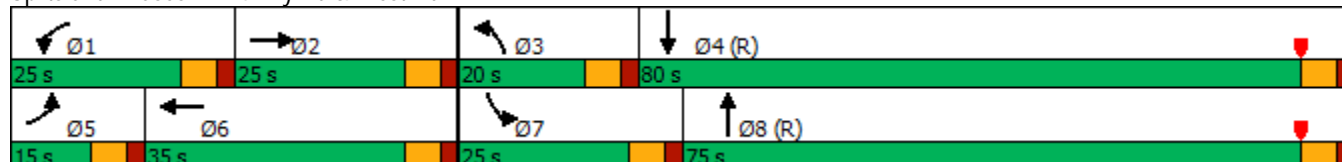
Intersection LOS: B

Intersection Capacity Utilization 59.8%

ICU Level of Service B

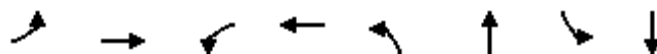
Analysis Period (min) 15

Splits and Phases: 14: Fry Rd & West Rd



Phasings
14: Fry Rd & West Rd


AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	25.0	25.0	35.0	20.0	75.0	25.0	80.0
Total Split (%)	10.0%	16.7%	16.7%	23.3%	13.3%	50.0%	16.7%	53.3%
Maximum Green (s)	9.0	19.0	19.0	29.0	14.0	69.0	19.0	74.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Minimum Gap (s)	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	5.0	5.0	19.0	19.0	6.0	83.0	19.0	96.0
90th %ile Term Code	Gap	Min	Max	Hold	Gap	Coord	Max	Coord
70th %ile Green (s)	0.0	0.0	19.0	19.0	0.0	96.9	16.1	119.0
70th %ile Term Code	Skip	Skip	Max	Hold	Skip	Coord	Gap	Coord
50th %ile Green (s)	0.0	0.0	19.0	19.0	0.0	99.1	13.9	119.0
50th %ile Term Code	Skip	Skip	Max	Hold	Skip	Coord	Gap	Coord
30th %ile Green (s)	0.0	0.0	16.3	16.3	0.0	103.9	11.8	121.7
30th %ile Term Code	Skip	Skip	Gap	Hold	Skip	Coord	Gap	Coord
10th %ile Green (s)	0.0	0.0	12.5	12.5	0.0	110.8	8.7	125.5
10th %ile Term Code	Skip	Skip	Gap	Hold	Skip	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 15: Fry Rd & Morrison Grove Dr

AM 150
09/06/2022

								
Lane Group	EBL	EBT	EBR	NBL	NBT	SBL	SBT	Ø6
Lane Configurations		↰	↱	↰	↰↱	↰	↰↱	
Traffic Volume (vph)	55	0	28	39	828	18	727	
Future Volume (vph)	55	0	28	39	828	18	727	
Turn Type	Perm	NA	Perm	D.P+P	NA	D.P+P	NA	
Protected Phases		2		3	8	7	4	6
Permitted Phases	2		2	4		8		
Detector Phase	2	2	2	3	8	7	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	12.0	5.0	12.0	5.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0	15.0	20.0	20.0
Total Split (s)	25.0	25.0	25.0	15.0	110.0	15.0	110.0	25.0
Total Split (%)	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%	17%
Yellow Time (s)	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
Lost Time Adjust (s)		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	
Lead/Lag				Lead	Lag	Lead	Lag	
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	None	C-Max	None
Act Effect Green (s)		11.7	11.7	124.0	123.4	125.2	121.0	
Actuated g/C Ratio		0.08	0.08	0.83	0.82	0.83	0.81	
v/c Ratio		0.55	0.16	0.08	0.31	0.04	0.29	
Control Delay		83.9	1.9	4.1	7.7	1.9	3.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		83.9	1.9	4.1	7.7	1.9	3.7	
LOS		F	A	A	A	A	A	
Approach Delay		56.6			7.5		3.7	
Approach LOS		E			A		A	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 8.1
Intersection Capacity Utilization 46.3%
Analysis Period (min) 15

Splits and Phases: 15: Fry Rd & Morrison Grove Dr



Phasings
15: Fry Rd & Morrison Grove Dr

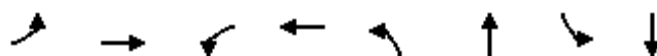
AM 150
09/06/2022



Lane Group	EBL	EBT	EBR	NBL	NBT	SBL	SBT	Ø6
Protected Phases		2		3	8	7	4	6
Permitted Phases	2		2	4		8		
Minimum Initial (s)	5.0	5.0	5.0	5.0	12.0	5.0	12.0	5.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0	15.0	20.0	20.0
Total Split (s)	25.0	25.0	25.0	15.0	110.0	15.0	110.0	25.0
Total Split (%)	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%	17%
Maximum Green (s)	19.0	19.0	19.0	9.0	104.0	9.0	104.0	19.0
Yellow Time (s)	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
Lead/Lag				Lead	Lag	Lead	Lag	
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	2.0	4.0	2.0	4.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	2.0	4.0	2.0	4.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Max	None	C-Max	None
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	16.8	16.8	16.8	5.9	109.9	5.3	109.3	16.8
90th %ile Term Code	Gap	Gap	Gap	Gap	Coord	Gap	Coord	Hold
70th %ile Green (s)	13.8	13.8	13.8	5.3	113.2	5.0	112.9	13.8
70th %ile Term Code	Gap	Gap	Gap	Gap	Coord	Min	Coord	Hold
50th %ile Green (s)	11.7	11.7	11.7	5.0	115.3	5.0	115.3	11.7
50th %ile Term Code	Gap	Gap	Gap	Min	Coord	Min	Coord	Hold
30th %ile Green (s)	9.6	9.6	9.6	5.0	128.4	0.0	117.4	9.6
30th %ile Term Code	Gap	Gap	Gap	Min	Coord	Skip	Coord	Hold
10th %ile Green (s)	0.0	0.0	0.0	0.0	144.0	0.0	144.0	0.0
10th %ile Term Code	Skip	Skip	Skip	Skip	Coord	Skip	Coord	Skip
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 16: Fry Rd & Chilton Bluff Blvd/Maricopa Ridge Dr

AM 150
09/06/2022

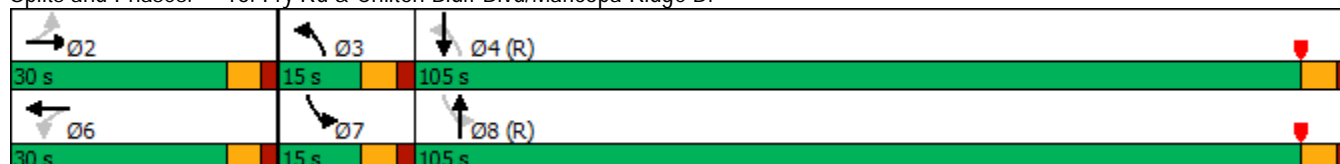


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔↔	↔	↔↔
Traffic Volume (vph)	115	2	55	0	20	706	28	686
Future Volume (vph)	115	2	55	0	20	706	28	686
Turn Type	Perm	NA	Perm	NA	D.P+P	NA	D.P+P	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	5.0	8.0	5.0	8.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	15.0	105.0	15.0	105.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	10.0%	70.0%	10.0%	70.0%
Yellow Time (s)	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
Lost Time Adjust (s)		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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		14.7		14.7	119.7	116.5	119.7	116.6
Actuated g/C Ratio		0.10		0.10	0.80	0.78	0.80	0.78
v/c Ratio		0.67		0.49	0.04	0.29	0.06	0.29
Control Delay		51.8		32.4	3.7	6.9	2.5	3.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		51.8		32.4	3.7	6.9	2.5	3.9
LOS		D		C	A	A	A	A
Approach Delay		51.8		32.4		6.8		3.8
Approach LOS		D		C		A		A

Intersection Summary

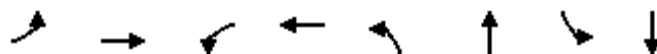
Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 12.1
 Intersection LOS: B
 Intersection Capacity Utilization 46.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 16: Fry Rd & Chilton Bluff Blvd/Maricopa Ridge Dr



Phasings
16: Fry Rd & Chilton Bluff Blvd/Maricopa Ridge Dr

AM 150
09/06/2022





















Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6		4		8	
Minimum Initial (s)	8.0	8.0	8.0	8.0	5.0	8.0	5.0	8.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	15.0	105.0	15.0	105.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	10.0%	70.0%	10.0%	70.0%
Maximum Green (s)	24.0	24.0	24.0	24.0	9.0	99.0	9.0	99.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	4.0	4.0	4.0	4.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	4.0	4.0	4.0	4.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	20.3	20.3	20.3	20.3	5.4	106.0	5.7	106.3
90th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
70th %ile Green (s)	17.0	17.0	17.0	17.0	5.0	109.8	5.2	110.0
70th %ile Term Code	Gap	Gap	Hold	Hold	Min	Coord	Gap	Coord
50th %ile Green (s)	14.7	14.7	14.7	14.7	5.0	112.3	5.0	112.3
50th %ile Term Code	Gap	Gap	Hold	Hold	Min	Coord	Min	Coord
30th %ile Green (s)	12.4	12.4	12.4	12.4	0.0	125.6	0.0	125.6
30th %ile Term Code	Gap	Gap	Hold	Hold	Skip	Coord	Skip	Coord
10th %ile Green (s)	9.1	9.1	9.1	9.1	0.0	128.9	0.0	128.9
10th %ile Term Code	Gap	Gap	Hold	Hold	Skip	Coord	Skip	Coord

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow
 Control Type: Actuated-Coordinated

Timings 17: Fry Rd & Longenbaugh Rd

AM 150
09/06/2022

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	89	421	36	42	547	355	186	594
Future Volume (vph)	22	89	421	36	42	547	355	186	594
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	12.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	15.0	25.0	35.0	45.0	15.0	65.0	65.0	25.0	75.0
Total Split (%)	10.0%	16.7%	23.3%	30.0%	10.0%	43.3%	43.3%	16.7%	50.0%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	7.1	9.4	25.0	32.1	7.9	78.2	78.2	13.5	86.1
Actuated g/C Ratio	0.05	0.06	0.17	0.21	0.05	0.52	0.52	0.09	0.57
v/c Ratio	0.31	0.65	0.87	0.32	0.53	0.35	0.41	0.71	0.36
Control Delay	78.6	49.7	76.8	10.7	90.6	16.2	1.9	91.3	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.6	49.7	76.8	10.7	90.6	16.2	1.9	91.3	15.4
LOS	E	D	E	B	F	B	A	F	B
Approach Delay		53.3		53.3		14.1			32.8
Approach LOS		D		D		B			C

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 32.6

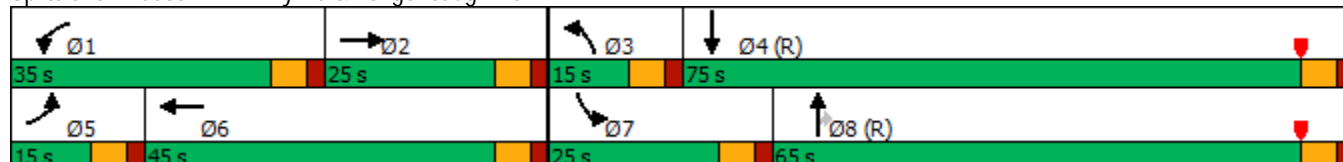
Intersection LOS: C

Intersection Capacity Utilization 59.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 17: Fry Rd & Longenbaugh Rd



Phasings
17: Fry Rd & Longenbaugh Rd

















AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	12.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	15.0	25.0	35.0	45.0	15.0	65.0	65.0	25.0	75.0
Total Split (%)	10.0%	16.7%	23.3%	30.0%	10.0%	43.3%	43.3%	16.7%	50.0%
Maximum Green (s)	9.0	19.0	29.0	39.0	9.0	59.0	59.0	19.0	69.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	4.0	4.0	1.5	4.0
Minimum Gap (s)	2.0	2.0	1.5	2.0	2.0	4.0	4.0	1.5	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	9.0	13.2	29.0	33.2	9.0	66.3	66.3	17.5	74.8
90th %ile Term Code	Max	Gap	Max	Hold	Max	Coord	Coord	Gap	Coord
70th %ile Green (s)	7.7	10.9	27.9	31.1	9.0	72.1	72.1	15.1	78.2
70th %ile Term Code	Gap	Gap	Gap	Hold	Max	Coord	Coord	Gap	Coord
50th %ile Green (s)	6.6	9.3	25.5	28.2	8.5	77.7	77.7	13.5	82.7
50th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Coord	Gap	Coord
30th %ile Green (s)	0.0	7.7	23.0	36.7	7.0	83.5	83.5	11.8	88.3
30th %ile Term Code	Skip	Gap	Gap	Hold	Gap	Coord	Coord	Gap	Coord
10th %ile Green (s)	0.0	6.0	19.4	31.4	0.0	91.2	91.2	9.4	106.6
10th %ile Term Code	Skip	Min	Gap	Hold	Skip	Coord	Coord	Gap	Coord
Intersection Summary									
Cycle Length: 150									
Actuated Cycle Length: 150									
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Control Type: Actuated-Coordinated									

Timings 18: Fry Rd & Rustic Lake Ln

AM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	45	137	57	219	187	779	124	699
Future Volume (vph)	45	137	57	219	187	779	124	699
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	40.0	40.0	40.0	40.0	30.0	90.0	20.0	80.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	20.0%	60.0%	13.3%	53.3%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	29.9	29.9	29.9	29.9	21.2	88.5	13.6	80.9
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.14	0.59	0.09	0.54
v/c Ratio	0.83	0.78	0.70	0.90	0.86	0.45	0.89	0.51
Control Delay	126.8	66.9	91.7	83.6	95.0	15.2	102.3	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	126.8	66.9	91.7	83.6	95.0	15.2	102.3	24.1
LOS	F	E	F	F	F	B	F	C
Approach Delay		76.0		85.0		30.0		34.2
Approach LOS		E		F		C		C

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 44.0

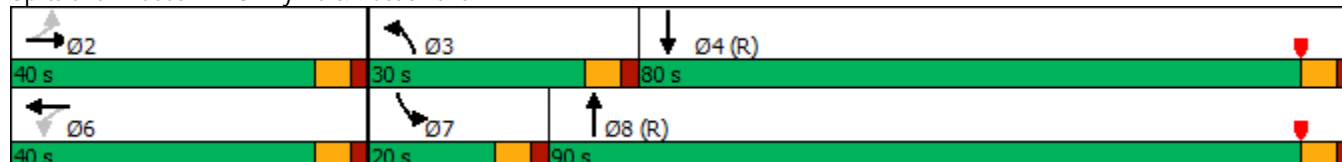
Intersection LOS: D

Intersection Capacity Utilization 73.8%

ICU Level of Service D

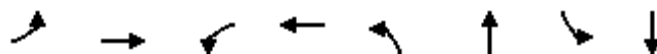
Analysis Period (min) 15

Splits and Phases: 18: Fry Rd & Rustic Lake Ln



Phasings
18: Fry Rd & Rustic Lake Ln

















AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	40.0	40.0	40.0	40.0	30.0	90.0	20.0	80.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	20.0%	60.0%	13.3%	53.3%
Maximum Green (s)	34.0	34.0	34.0	34.0	24.0	84.0	14.0	74.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	34.0	34.0	34.0	34.0	24.0	84.0	14.0	74.0
90th %ile Term Code	Max	Max	Max	Max	Max	Coord	Max	Coord
70th %ile Green (s)	34.0	34.0	34.0	34.0	24.0	84.0	14.0	74.0
70th %ile Term Code	Hold	Hold	Max	Max	Max	Coord	Max	Coord
50th %ile Green (s)	31.6	31.6	31.6	31.6	23.0	86.4	14.0	77.4
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Max	Coord
30th %ile Green (s)	27.8	27.8	27.8	27.8	19.8	90.2	14.0	84.4
30th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Max	Coord
10th %ile Green (s)	22.2	22.2	22.2	22.2	15.3	97.9	11.9	94.5
10th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 19: Fry Rd & Tealbrook Dr

AM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	122	19	20	5	26	805	22	750
Future Volume (vph)	122	19	20	5	26	805	22	750
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	15.0	105.0	15.0	105.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	10.0%	70.0%	10.0%	70.0%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	18.7	18.7	18.7	18.7	6.8	111.1	6.6	111.0
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.05	0.74	0.04	0.74
v/c Ratio	0.81	0.36	0.15	0.28	0.35	0.34	0.31	0.34
Control Delay	96.6	21.0	58.4	16.5	80.7	8.4	69.7	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.6	21.0	58.4	16.5	80.7	8.4	69.7	9.9
LOS	F	C	E	B	F	A	E	A
Approach Delay		64.7		26.3		10.6		11.5
Approach LOS		E		C		B		B

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 17.4

Intersection LOS: B

Intersection Capacity Utilization 46.3%

ICU Level of Service A

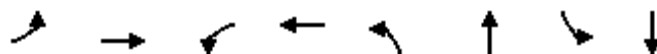
Analysis Period (min) 15

Splits and Phases: 19: Fry Rd & Tealbrook Dr



Phasings
19: Fry Rd & Tealbrook Dr

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	15.0	105.0	15.0	105.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	10.0%	70.0%	10.0%	70.0%
Maximum Green (s)	24.0	24.0	24.0	24.0	9.0	99.0	9.0	99.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	24.0	24.0	24.0	24.0	9.0	99.0	9.0	99.0
90th %ile Term Code	Max	Max	Hold	Hold	Max	Coord	Max	Coord
70th %ile Green (s)	22.7	22.7	22.7	22.7	8.0	101.8	7.5	101.3
70th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
50th %ile Green (s)	19.4	19.4	19.4	19.4	6.8	106.1	6.5	105.8
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	16.0	16.0	16.0	16.0	0.0	122.0	0.0	122.0
30th %ile Term Code	Gap	Gap	Hold	Hold	Skip	Coord	Skip	Coord
10th %ile Green (s)	11.3	11.3	11.3	11.3	0.0	126.7	0.0	126.7
10th %ile Term Code	Gap	Gap	Hold	Hold	Skip	Coord	Skip	Coord

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

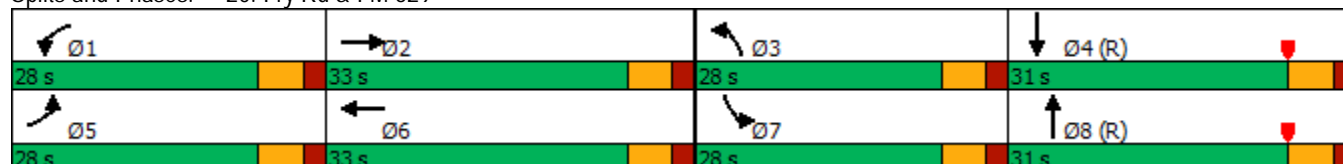
Control Type: Actuated-Coordinated

Timings 20: Fry Rd & FM 529

AM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	28.0	33.0	28.0	31.0	28.0	33.0	28.0	31.0
Total Split (%)	23%	28%	23%	26%	23%	28%	23%	26%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								











Splits and Phases: 20: Fry Rd & FM 529



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	28.0	33.0	28.0	31.0	28.0	33.0	28.0	31.0
Total Split (%)	23%	28%	23%	26%	23%	28%	23%	26%
Maximum Green (s)	22.0	27.0	22.0	25.0	22.0	27.0	22.0	25.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 21: Fry Rd & High Stone Ln

AM 150
09/06/2022

					
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	113	127	68	969	1019
Future Volume (vph)	113	127	68	969	1019
Turn Type	Prot	Perm	D.P+P	NA	NA
Protected Phases	2		3	8	4
Permitted Phases		2	4		
Detector Phase	2	2	3	8	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	3.0	7.0	7.0
Minimum Split (s)	20.0	20.0	15.0	20.0	20.0
Total Split (s)	30.0	30.0	20.0	120.0	100.0
Total Split (%)	20.0%	20.0%	13.3%	80.0%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	14.4	14.4	117.6	123.6	111.9
Actuated g/C Ratio	0.10	0.10	0.78	0.82	0.75
v/c Ratio	0.70	0.49	0.19	0.35	0.43
Control Delay	86.2	15.3	1.8	1.2	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	86.2	15.3	1.8	1.2	8.1
LOS	F	B	A	A	A
Approach Delay	48.7			1.2	8.1
Approach LOS	D			A	A

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 9.2
Intersection Capacity Utilization 54.7%
Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 21: Fry Rd & High Stone Ln



Phasings
21: Fry Rd & High Stone Ln

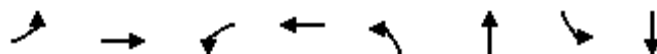
AM 150
09/06/2022



Lane Group	EBL	EBR	NBL	NBT	SBT
Protected Phases	2		3	8	4
Permitted Phases		2	4		
Minimum Initial (s)	5.0	5.0	3.0	7.0	7.0
Minimum Split (s)	20.0	20.0	15.0	20.0	20.0
Total Split (s)	30.0	30.0	20.0	120.0	100.0
Total Split (%)	20.0%	20.0%	13.3%	80.0%	66.7%
Maximum Green (s)	24.0	24.0	14.0	114.0	94.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?					
Vehicle Extension (s)	2.0	2.0	2.0	4.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	4.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	C-Max
Walk Time (s)					
Flash Dont Walk (s)					
Pedestrian Calls (#/hr)					
90th %ile Green (s)	20.2	20.2	6.9	117.8	104.9
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord
70th %ile Green (s)	16.8	16.8	6.1	121.2	109.1
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord
50th %ile Green (s)	14.5	14.5	5.6	123.5	111.9
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord
30th %ile Green (s)	12.1	12.1	5.2	125.9	114.7
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord
10th %ile Green (s)	8.6	8.6	4.7	129.4	118.7
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord
Intersection Summary					
Cycle Length: 150					
Actuated Cycle Length: 150					
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow					
Control Type: Actuated-Coordinated					

Timings 22: Fry Rd & Highland Creek Ranch Dr/Arbor Creek Dr

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔↔	↔	↔↔
Traffic Volume (vph)	38	4	104	0	22	992	45	1034
Future Volume (vph)	38	4	104	0	22	992	45	1034
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	14.0	5.0	14.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	15.0	110.0	15.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%
Yellow Time (s)	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
Lost Time Adjust (s)		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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	Max	Max	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		19.0		19.0	6.6	107.5	7.7	110.8
Actuated g/C Ratio		0.13		0.13	0.04	0.72	0.05	0.74
v/c Ratio		0.26		0.44	0.31	0.45	0.54	0.44
Control Delay		33.3		40.1	73.3	13.9	101.4	4.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		33.3		40.1	73.3	13.9	101.4	4.8
LOS		C		D	E	B	F	A
Approach Delay		33.3		40.1		15.2		8.8
Approach LOS		C		D		B		A

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 14.4

Intersection LOS: B

Intersection Capacity Utilization 59.8%

ICU Level of Service B

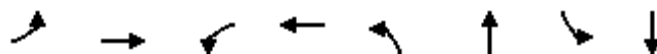
Analysis Period (min) 15

Splits and Phases: 22: Fry Rd & Highland Creek Ranch Dr/Arbor Creek Dr



Phasings
22: Fry Rd & Highland Creek Ranch Dr/Arbor Creek Dr

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	14.0	5.0	14.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	15.0	110.0	15.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%
Maximum Green (s)	19.0	19.0	19.0	19.0	9.0	104.0	9.0	104.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	19.0	19.0	19.0	19.0	9.0	104.0	9.0	104.0
90th %ile Term Code	MaxR	MaxR	Hold	Hold	Max	Coord	Max	Coord
70th %ile Green (s)	19.0	19.0	19.0	19.0	7.5	104.0	9.0	105.5
70th %ile Term Code	MaxR	MaxR	Hold	Hold	Gap	Coord	Max	Coord
50th %ile Green (s)	19.0	19.0	19.0	19.0	6.5	104.5	8.5	106.5
50th %ile Term Code	MaxR	MaxR	Hold	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	19.0	19.0	19.0	19.0	0.0	106.0	7.0	119.0
30th %ile Term Code	MaxR	MaxR	Hold	Hold	Skip	Coord	Gap	Coord
10th %ile Green (s)	19.0	19.0	19.0	19.0	0.0	119.0	0.0	119.0
10th %ile Term Code	MaxR	MaxR	Hold	Hold	Skip	Coord	Skip	Coord

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

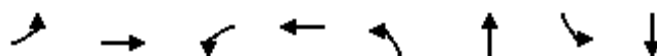
Control Type: Actuated-Coordinated

Timings

23: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr

AM 150

09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔↔	↔	↔↔
Traffic Volume (vph)	92	14	36	14	46	798	22	1123
Future Volume (vph)	92	14	36	14	46	798	22	1123
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	8.0	5.0	8.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	15.0	95.0	15.0	95.0
Total Split (%)	13.3%	13.3%	13.3%	13.3%	10.0%	63.3%	10.0%	63.3%
Yellow Time (s)	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
Lost Time Adjust (s)		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
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		11.3		9.4	7.7	103.2	6.6	99.9
Actuated g/C Ratio		0.08		0.06	0.05	0.69	0.04	0.67
v/c Ratio		0.73		0.57	0.52	0.34	0.29	0.51
Control Delay		49.3		44.1	72.8	12.5	76.4	12.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		49.3		44.1	72.8	12.5	76.4	12.1
LOS		D		D	E	B	E	B
Approach Delay		49.3		44.1		15.7		13.3
Approach LOS		D		D		B		B

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 18.8

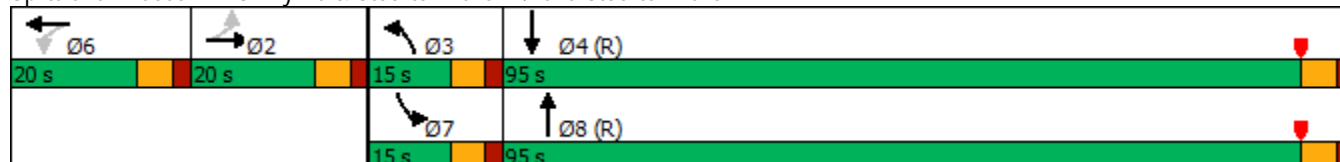
Intersection LOS: B

Intersection Capacity Utilization 60.0%

ICU Level of Service B

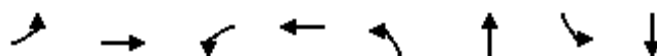
Analysis Period (min) 15

Splits and Phases: 23: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr



Phasings
23: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr

















AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	8.0	5.0	8.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	15.0	95.0	15.0	95.0
Total Split (%)	13.3%	13.3%	13.3%	13.3%	10.0%	63.3%	10.0%	63.3%
Maximum Green (s)	14.0	14.0	14.0	14.0	9.0	89.0	9.0	89.0
Yellow Time (s)	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
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	14.0	14.0	14.0	14.0	9.0	89.1	8.9	89.0
90th %ile Term Code	Max	Max	Max	Max	Max	Coord	Gap	Coord
70th %ile Green (s)	14.2	14.2	11.2	11.2	9.0	93.2	7.4	91.6
70th %ile Term Code	Gap	Gap	Gap	Gap	Max	Coord	Gap	Coord
50th %ile Green (s)	11.9	11.9	9.2	9.2	8.4	98.5	6.4	96.5
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	9.7	9.7	7.2	7.2	6.9	115.1	0.0	102.2
30th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Coord	Skip	Coord
10th %ile Green (s)	6.5	6.5	5.5	5.5	0.0	120.0	0.0	120.0
10th %ile Term Code	Gap	Gap	Gap	Gap	Skip	Coord	Skip	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 24: Fry Rd & W Little York Rd

AM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	123	353	269	182	102	648	220	885
Future Volume (vph)	123	353	269	182	102	648	220	885
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	7.0	3.0	7.0	3.0	7.0	5.0	7.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	30.0	35.0	40.0	20.0	55.0	30.0	65.0
Total Split (%)	16.7%	20.0%	23.3%	26.7%	13.3%	36.7%	20.0%	43.3%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	14.7	24.0	26.3	35.6	12.1	53.9	21.9	63.7
Actuated g/C Ratio	0.10	0.16	0.18	0.24	0.08	0.36	0.15	0.42
v/c Ratio	0.73	0.96	0.89	0.40	0.74	0.69	0.88	0.67
Control Delay	89.2	83.8	90.2	30.1	112.8	32.9	92.6	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.2	83.8	90.2	30.1	112.8	32.9	92.6	23.5
LOS	F	F	F	C	F	C	F	C
Approach Delay		84.8		56.4		41.6		36.3
Approach LOS		F		E		D		D

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 50.9

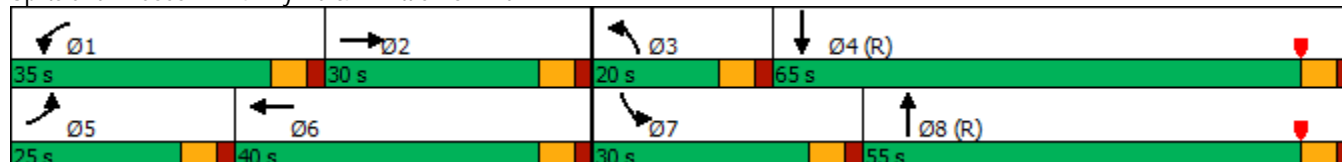
Intersection LOS: D

Intersection Capacity Utilization 86.8%

ICU Level of Service E

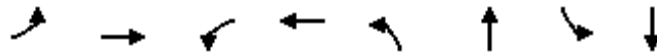
Analysis Period (min) 15

Splits and Phases: 24: Fry Rd & W Little York Rd



Phasings
24: Fry Rd & W Little York Rd

















AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Minimum Initial (s)	3.0	7.0	3.0	7.0	3.0	7.0	5.0	7.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	30.0	35.0	40.0	20.0	55.0	30.0	65.0
Total Split (%)	16.7%	20.0%	23.3%	26.7%	13.3%	36.7%	20.0%	43.3%
Maximum Green (s)	19.0	24.0	29.0	34.0	14.0	49.0	24.0	59.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	19.0	24.0	29.0	34.0	14.0	49.0	24.0	59.0
90th %ile Term Code	Max	Max	Max	Hold	Max	Coord	Max	Coord
70th %ile Green (s)	17.5	24.0	29.0	35.5	14.0	49.0	24.0	59.0
70th %ile Term Code	Gap	Max	Max	Hold	Max	Coord	Max	Coord
50th %ile Green (s)	15.1	24.0	28.5	37.4	13.3	49.5	24.0	60.2
50th %ile Term Code	Gap	Max	Gap	Hold	Gap	Coord	Max	Coord
30th %ile Green (s)	12.7	24.0	25.0	36.3	11.1	56.0	21.0	65.9
30th %ile Term Code	Gap	Max	Gap	Hold	Gap	Coord	Gap	Coord
10th %ile Green (s)	9.1	24.0	19.8	34.7	8.0	65.8	16.4	74.2
10th %ile Term Code	Gap	Max	Gap	Hold	Gap	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 25: Fry Rd & Plantation Grove Trl

AM 150
09/06/2022

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	1	0	86	1	20	1	962	22	1352
Future Volume (vph)	1	0	86	1	20	1	962	22	1352
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		2		6		3	8	7	4
Permitted Phases	2		6		6				
Detector Phase	2	2	6	6	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	15.0	110.0	15.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%
Yellow Time (s)	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
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	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		14.0		14.0	14.0	4.7	115.8	6.5	121.8
Actuated g/C Ratio		0.09		0.09	0.09	0.03	0.77	0.04	0.81
v/c Ratio		0.02		0.72	0.10	0.02	0.41	0.30	0.49
Control Delay		0.2		95.1	1.0	82.0	7.0	68.3	5.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		0.2		95.1	1.0	82.0	7.0	68.3	5.0
LOS		A		F	A	F	A	E	A
Approach Delay		0.3		77.4			7.0		6.0
Approach LOS		A		E			A		A
Intersection Summary									
Cycle Length: 150									
Actuated Cycle Length: 150									
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Natural Cycle: 70									
Control Type: Actuated-Coordinated									
Maximum v/c Ratio: 0.72									
Intersection Signal Delay: 9.4					Intersection LOS: A				
Intersection Capacity Utilization 58.9%					ICU Level of Service B				
Analysis Period (min) 15									

Splits and Phases: 25: Fry Rd & Plantation Grove Trl



Phasings
25: Fry Rd & Plantation Grove Trl

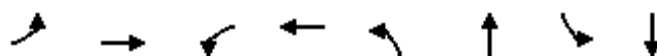
AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases		2		6		3	8	7	4
Permitted Phases	2		6		6				
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	15.0	110.0	15.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0	9.0	104.0	9.0	104.0
Yellow Time (s)	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
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	19.0	19.0	19.0	19.0	19.0	5.0	104.1	8.9	108.0
90th %ile Term Code	Hold	Hold	Max	Max	Max	Gap	Coord	Gap	Coord
70th %ile Green (s)	17.2	17.2	17.2	17.2	17.2	0.0	107.4	7.4	120.8
70th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Skip	Coord	Gap	Coord
50th %ile Green (s)	14.4	14.4	14.4	14.4	14.4	0.0	111.2	6.4	123.6
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Skip	Coord	Gap	Coord
30th %ile Green (s)	11.7	11.7	11.7	11.7	11.7	0.0	126.3	0.0	126.3
30th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Skip	Coord	Skip	Coord
10th %ile Green (s)	7.9	7.9	7.9	7.9	7.9	0.0	130.1	0.0	130.1
10th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Skip	Coord	Skip	Coord
Intersection Summary									
Cycle Length: 150									
Actuated Cycle Length: 150									
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Control Type: Actuated-Coordinated									

Timings 26: Fry Rd & Coldfield Dr

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	←	→	←	→	←	→	←	→
Traffic Volume (vph)	19	2	124	1	25	1025	42	1400
Future Volume (vph)	19	2	124	1	25	1025	42	1400
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	10.0	3.0	10.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	15.0	110.0	15.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	17.3	17.3	17.3	17.3	6.7	109.3	7.5	112.4
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.04	0.73	0.05	0.75
v/c Ratio	0.13	0.08	0.82	0.16	0.34	0.46	0.51	0.57
Control Delay	60.5	27.5	100.5	20.2	74.0	12.1	83.9	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	27.5	100.5	20.2	74.0	12.1	83.9	11.4
LOS	E	C	F	C	E	B	F	B
Approach Delay		45.8		84.0		13.5		13.5
Approach LOS		D		F		B		B

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 17.9

Intersection LOS: B

Intersection Capacity Utilization 62.6%

ICU Level of Service B

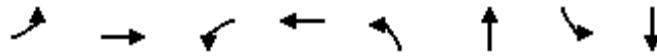
Analysis Period (min) 15

Splits and Phases: 26: Fry Rd & Coldfield Dr



Phasings
26: Fry Rd & Coldfield Dr















AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	10.0	3.0	10.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	15.0	110.0	15.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%
Maximum Green (s)	19.0	19.0	19.0	19.0	9.0	104.0	9.0	104.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	19.0	19.0	19.0	19.0	9.0	104.0	9.0	104.0
90th %ile Term Code	Hold	Hold	Max	Max	Max	Coord	Max	Coord
70th %ile Green (s)	19.0	19.0	19.0	19.0	7.8	104.0	9.0	105.2
70th %ile Term Code	Hold	Hold	Max	Max	Gap	Coord	Max	Coord
50th %ile Green (s)	19.0	19.0	19.0	19.0	6.7	104.8	8.2	106.3
50th %ile Term Code	Hold	Hold	Max	Max	Gap	Coord	Gap	Coord
30th %ile Green (s)	17.0	17.0	17.0	17.0	0.0	108.2	6.8	121.0
30th %ile Term Code	Hold	Hold	Gap	Gap	Skip	Coord	Gap	Coord
10th %ile Green (s)	12.6	12.6	12.6	12.6	0.0	125.4	0.0	125.4
10th %ile Term Code	Hold	Hold	Gap	Gap	Skip	Coord	Skip	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 27: Fry Rd & Blackwater Dr

AM 150
09/06/2022

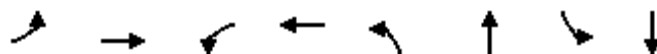
								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	84	0	24	0	38	1026	7	1455
Future Volume (vph)	84	0	24	0	38	1026	7	1455
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	15.0	110.0	15.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%
Yellow Time (s)	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
Lost Time Adjust (s)		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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		9.7		9.7	7.4	125.8	5.2	117.0
Actuated g/C Ratio		0.06		0.06	0.05	0.84	0.03	0.78
v/c Ratio		0.69		0.26	0.46	0.37	0.11	0.59
Control Delay		50.4		13.4	81.5	2.4	70.7	10.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		50.4		13.4	81.5	2.4	70.7	10.9
LOS		D		B	F	A	E	B
Approach Delay		50.4		13.4		5.2		11.2
Approach LOS		D		B		A		B
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Natural Cycle: 80								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.69								
Intersection Signal Delay: 11.1				Intersection LOS: B				
Intersection Capacity Utilization 63.3%				ICU Level of Service B				
Analysis Period (min) 15								

Splits and Phases: 27: Fry Rd & Blackwater Dr



Phasings
27: Fry Rd & Blackwater Dr

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	15.0	110.0	15.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%
Maximum Green (s)	19.0	19.0	19.0	19.0	9.0	104.0	9.0	104.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	2.0	2.0	0.2	0.2	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	0.2	0.2	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	14.5	14.5	14.5	14.5	9.0	111.0	6.5	108.5
90th %ile Term Code	Gap	Gap	Hold	Hold	Max	Coord	Gap	Coord
70th %ile Green (s)	11.7	11.7	11.7	11.7	9.0	126.3	0.0	111.3
70th %ile Term Code	Gap	Gap	Hold	Hold	Max	Coord	Skip	Coord
50th %ile Green (s)	9.7	9.7	9.7	9.7	7.8	128.3	0.0	114.5
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Skip	Coord
30th %ile Green (s)	7.8	7.8	7.8	7.8	6.5	130.2	0.0	117.7
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Skip	Coord
10th %ile Green (s)	5.0	5.0	5.0	5.0	0.0	133.0	0.0	133.0
10th %ile Term Code	Min	Min	Hold	Hold	Skip	Coord	Skip	Coord

Intersection Summary

Cycle Length: 150

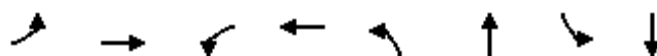
Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Control Type: Actuated-Coordinated

Timings 28: Fry Rd & Kieth Harrow Blvd

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	229	232	102	130	20	659	195	1172
Future Volume (vph)	229	232	102	130	20	659	195	1172
Turn Type	D.P+P	NA	D.P+P	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	6		2					
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	40.0	15.0	25.0	15.0	65.0	30.0	80.0
Total Split (%)	20.0%	26.7%	10.0%	16.7%	10.0%	43.3%	20.0%	53.3%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	32.4	23.7	32.4	12.0	6.3	72.7	21.0	91.6
Actuated g/C Ratio	0.22	0.16	0.22	0.08	0.04	0.48	0.14	0.61
v/c Ratio	0.84	0.63	0.54	0.72	0.28	0.47	0.84	0.68
Control Delay	82.9	55.7	52.9	42.2	97.5	22.3	98.8	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.9	55.7	52.9	42.2	97.5	22.3	98.8	7.3
LOS	F	E	D	D	F	C	F	A
Approach Delay		66.7		45.1		24.2		18.7
Approach LOS		E		D		C		B

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 31.3

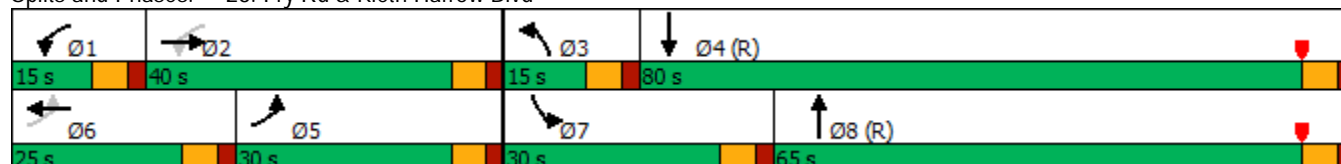
Intersection LOS: C

Intersection Capacity Utilization 82.8%

ICU Level of Service E

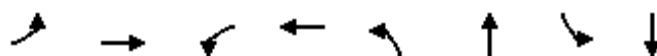
Analysis Period (min) 15

Splits and Phases: 28: Fry Rd & Kieth Harrow Blvd



Phasings
28: Fry Rd & Kieth Harrow Blvd

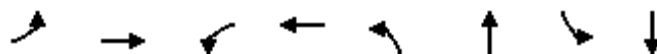
AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	6		2					
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	40.0	15.0	25.0	15.0	65.0	30.0	80.0
Total Split (%)	20.0%	26.7%	10.0%	16.7%	10.0%	43.3%	20.0%	53.3%
Maximum Green (s)	24.0	34.0	9.0	19.0	9.0	59.0	24.0	74.0
Yellow Time (s)	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
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	26.0	34.0	9.0	17.0	8.6	59.0	24.0	74.4
90th %ile Term Code	Max	Hold	Max	Gap	Gap	Coord	Max	Coord
70th %ile Green (s)	22.9	28.0	9.0	14.1	7.2	63.9	25.1	81.8
70th %ile Term Code	Gap	Hold	Max	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	20.5	23.5	9.0	12.0	6.2	71.4	22.1	87.3
50th %ile Term Code	Gap	Hold	Max	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	17.8	18.7	9.0	9.9	0.0	79.3	19.0	104.3
30th %ile Term Code	Gap	Hold	Max	Gap	Skip	Coord	Gap	Coord
10th %ile Green (s)	14.7	14.1	7.5	6.9	0.0	89.8	14.6	110.4
10th %ile Term Code	Hold	Gap	Gap	Gap	Skip	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 29: Fry Rd & Windy Stone Dr

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔↔	↔	↔↔
Traffic Volume (vph)	25	16	139	9	23	716	27	1324
Future Volume (vph)	25	16	139	9	23	716	27	1324
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	15.0	110.0	15.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%
Yellow Time (s)	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
Lost Time Adjust (s)		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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		15.1		15.1	6.6	114.6	6.8	114.7
Actuated g/C Ratio		0.10		0.10	0.04	0.76	0.05	0.76
v/c Ratio		0.38		0.96dl	0.31	0.30	0.35	0.52
Control Delay		28.6		74.6	80.1	5.6	71.0	6.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		28.6		74.6	80.1	5.6	71.0	6.4
LOS		C		E	F	A	E	A
Approach Delay		28.6		74.6		7.8		7.7
Approach LOS		C		E		A		A

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 14.1

Intersection LOS: B

Intersection Capacity Utilization 61.4%

ICU Level of Service B

Analysis Period (min) 15

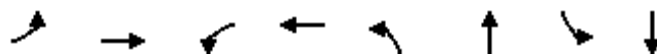
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 29: Fry Rd & Windy Stone Dr



Phasings
29: Fry Rd & Windy Stone Dr

AM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	15.0	110.0	15.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%
Maximum Green (s)	19.0	19.0	19.0	19.0	9.0	104.0	9.0	104.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	19.0	19.0	19.0	19.0	9.0	104.0	9.0	104.0
90th %ile Term Code	Hold	Hold	Max	Max	Max	Coord	Max	Coord
70th %ile Green (s)	17.7	17.7	17.7	17.7	7.5	106.3	8.0	106.8
70th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	15.5	15.5	15.5	15.5	6.5	109.7	6.8	110.0
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	13.2	13.2	13.2	13.2	0.0	124.8	0.0	124.8
30th %ile Term Code	Hold	Hold	Gap	Gap	Skip	Coord	Skip	Coord
10th %ile Green (s)	9.9	9.9	9.9	9.9	0.0	128.1	0.0	128.1
10th %ile Term Code	Hold	Hold	Gap	Gap	Skip	Coord	Skip	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings
30: Fry Rd & Windstone Manor Blvd

AM 150
09/06/2022

	↖	↗	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↖	↗	↕	↖	↗
Traffic Volume (vph)	53	70	719	59	1477
Future Volume (vph)	53	70	719	59	1477
Turn Type	Prot	Perm	NA	D.P+P	NA
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Detector Phase	6	6	8	7	4
Switch Phase					
Minimum Initial (s)	6.0	6.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	105.0	20.0	125.0
Total Split (%)	16.7%	16.7%	70.0%	13.3%	83.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	None	C-Max
Act Effect Green (s)	11.0	11.0	117.8	122.2	127.0
Actuated g/C Ratio	0.07	0.07	0.79	0.81	0.85
v/c Ratio	0.43	0.40	0.28	0.11	0.51
Control Delay	75.7	19.6	5.2	3.5	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	75.7	19.6	5.2	3.5	5.8
LOS	E	B	A	A	A
Approach Delay	43.7		5.2		5.7
Approach LOS	D		A		A

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 7.5
 Intersection LOS: A
 Intersection Capacity Utilization 55.8%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 30: Fry Rd & Windstone Manor Blvd



Phasings
30: Fry Rd & Windstone Manor Blvd

AM 150
09/06/2022



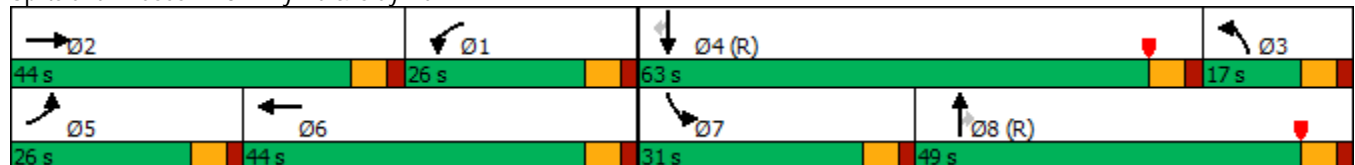
Lane Group	WBL	WBR	NBT	SBL	SBT
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Minimum Initial (s)	6.0	6.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	105.0	20.0	125.0
Total Split (%)	16.7%	16.7%	70.0%	13.3%	83.3%
Maximum Green (s)	19.0	19.0	99.0	14.0	119.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?					
Vehicle Extension (s)	4.0	4.0	4.0	2.0	4.0
Minimum Gap (s)	4.0	4.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	C-Max
Walk Time (s)					
Flash Dont Walk (s)					
Pedestrian Calls (#/hr)					
90th %ile Green (s)	14.9	14.9	110.9	6.2	123.1
90th %ile Term Code	Gap	Gap	Coord	Gap	Coord
70th %ile Green (s)	12.6	12.6	113.8	5.6	125.4
70th %ile Term Code	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	11.0	11.0	115.7	5.3	127.0
50th %ile Term Code	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	9.4	9.4	117.6	5.0	128.6
30th %ile Term Code	Gap	Gap	Coord	Min	Coord
10th %ile Green (s)	7.1	7.1	130.9	0.0	130.9
10th %ile Term Code	Gap	Gap	Coord	Skip	Coord
Intersection Summary					
Cycle Length: 150					
Actuated Cycle Length: 150					
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow					
Control Type: Actuated-Coordinated					

Timings 31: Fry Rd & Clay Rd

AM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	26.0	44.0	17.0	63.0	26.0	44.0	31.0	49.0
Total Split (%)	17%	29%	11%	42%	17%	29%	21%	33%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	Min	None	C-Max	None	None	None	C-Max
Act Effect Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 40 (27%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0								Intersection LOS: A
Intersection Capacity Utilization 0.0%								ICU Level of Service A
Analysis Period (min) 15								

Splits and Phases: 31: Fry Rd & Clay Rd



Phasings
31: Fry Rd & Clay Rd

AM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	26.0	44.0	17.0	63.0	26.0	44.0	31.0	49.0
Total Split (%)	17%	29%	11%	42%	17%	29%	21%	33%
Maximum Green (s)	20.0	38.0	11.0	57.0	20.0	38.0	25.0	43.0
Yellow Time (s)	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
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Vehicle Extension (s)	1.7	4.0	1.7	3.0	1.7	4.0	1.7	3.0
Minimum Gap (s)	1.7	4.0	1.7	3.0	1.7	4.0	1.7	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Min	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	12.0	0.0	126.0	0.0	12.0	0.0	126.0
90th %ile Term Code	Skip	Min	Skip	Coord	Skip	Hold	Skip	Coord
70th %ile Green (s)	0.0	12.0	0.0	126.0	0.0	12.0	0.0	126.0
70th %ile Term Code	Skip	Min	Skip	Coord	Skip	Hold	Skip	Coord
50th %ile Green (s)	0.0	12.0	0.0	126.0	0.0	12.0	0.0	126.0
50th %ile Term Code	Skip	Min	Skip	Coord	Skip	Hold	Skip	Coord
30th %ile Green (s)	0.0	12.0	0.0	126.0	0.0	12.0	0.0	126.0
30th %ile Term Code	Skip	Min	Skip	Coord	Skip	Hold	Skip	Coord
10th %ile Green (s)	0.0	12.0	0.0	126.0	0.0	12.0	0.0	126.0
10th %ile Term Code	Skip	Min	Skip	Coord	Skip	Hold	Skip	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 40 (27%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 101: Fry Rd & US 290 EBFR

AM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	4.0	4.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	10.0	10.0
Total Split (s)	49.0	60.0	32.0	66.0	43.0	32.0	10.0	10.0
Total Split (%)	32%	40%	21%	44%	28%	21%	7%	7%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 151								
Actuated Cycle Length: 151								
Offset: 43 (28%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Natural Cycle: 65								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 45.8%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 101: Fry Rd & US 290 EBFR

#1 Ø12 Ø1 49 s	#1 Ø2 60 s	#1 Ø4 (R) 32 s	#1 Ø8 (R) 10 s
#101 Ø16 Ø5 66 s	#101 Ø6 43 s	#101 Ø8 (R) 32 s	#101 Ø8 (R) 10 s

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	4.0	4.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	10.0	10.0
Total Split (s)	49.0	60.0	32.0	66.0	43.0	32.0	10.0	10.0
Total Split (%)	32%	40%	21%	44%	28%	21%	7%	7%
Maximum Green (s)	43.0	54.0	26.0	60.0	37.0	26.0	4.0	4.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	54.0	85.0	0.0	54.0	85.0	0.0	0.0
90th %ile Term Code	Skip	MaxR	Coord	Skip	Hold	Coord	Skip	Skip
70th %ile Green (s)	0.0	54.0	85.0	0.0	54.0	85.0	0.0	0.0
70th %ile Term Code	Skip	MaxR	Coord	Skip	Hold	Coord	Skip	Skip
50th %ile Green (s)	0.0	54.0	85.0	0.0	54.0	85.0	0.0	0.0
50th %ile Term Code	Skip	MaxR	Coord	Skip	Hold	Coord	Skip	Skip
30th %ile Green (s)	0.0	54.0	85.0	0.0	54.0	85.0	0.0	0.0
30th %ile Term Code	Skip	MaxR	Coord	Skip	Hold	Coord	Skip	Skip
10th %ile Green (s)	0.0	54.0	85.0	0.0	54.0	85.0	0.0	0.0
10th %ile Term Code	Skip	MaxR	Coord	Skip	Hold	Coord	Skip	Skip
Intersection Summary								
Cycle Length: 151								
Actuated Cycle Length: 151								
Offset: 43 (28%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings

1: Fry Rd & US 290 WBFR

MD 120
09/06/2022

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	26.0	31.0	32.0	26.0	31.0	32.0	31.0	31.0
Total Split (%)	22%	26%	27%	22%	26%	27%	26%	26%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Natural Cycle: 75								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 44.2%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 1: Fry Rd & US 290 WBFR

#1 Ø1 26 s	#1 Ø2 31 s	#1 Ø4 (R) 32 s	#1 Ø12 31 s
#101 Ø5 26 s	#101 Ø6 31 s	#101 Ø8 (R) 32 s	#101 Ø16 31 s

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	26.0	31.0	32.0	26.0	31.0	32.0	31.0	31.0
Total Split (%)	22%	26%	27%	22%	26%	27%	26%	26%
Maximum Green (s)	20.0	25.0	26.0	20.0	25.0	26.0	25.0	25.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	25.0	83.0	0.0	25.0	83.0	0.0	0.0
90th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
70th %ile Green (s)	0.0	25.0	83.0	0.0	25.0	83.0	0.0	0.0
70th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
50th %ile Green (s)	0.0	25.0	83.0	0.0	25.0	83.0	0.0	0.0
50th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
30th %ile Green (s)	0.0	25.0	83.0	0.0	25.0	83.0	0.0	0.0
30th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
10th %ile Green (s)	0.0	25.0	83.0	0.0	25.0	83.0	0.0	0.0
10th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings

2: Fry Rd & Hempstead Rd

MD 120
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	7.0	14.0	7.0	13.0	7.0	14.0	7.0	13.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	28.0	33.0	28.0	31.0	28.0	33.0	28.0	31.0
Total Split (%)	23%	28%	23%	26%	23%	28%	23%	26%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	C-Max
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 2: Fry Rd & Hempstead Rd

Ø1 28 s	Ø2 33 s	Ø3 28 s	Ø4 (R) 31 s
Ø5 28 s	Ø6 33 s	Ø7 28 s	Ø8 (R) 31 s

Phasings
2: Fry Rd & Hempstead Rd

MD 120
09/06/2022

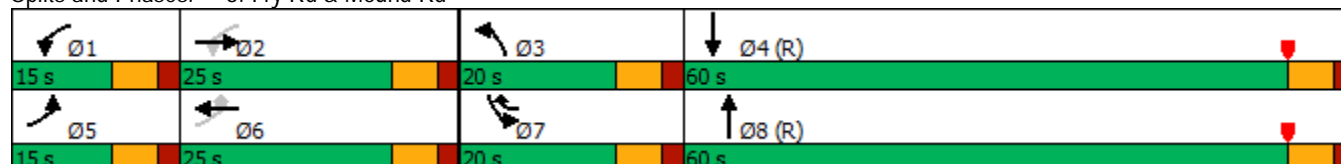
Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	7.0	14.0	7.0	13.0	7.0	14.0	7.0	13.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	28.0	33.0	28.0	31.0	28.0	33.0	28.0	31.0
Total Split (%)	23%	28%	23%	26%	23%	28%	23%	26%
Maximum Green (s)	22.0	27.0	22.0	25.0	22.0	27.0	22.0	25.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	27.0	0.0	81.0	0.0	27.0	0.0	81.0
90th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
70th %ile Green (s)	0.0	27.0	0.0	81.0	0.0	27.0	0.0	81.0
70th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
50th %ile Green (s)	0.0	27.0	0.0	81.0	0.0	27.0	0.0	81.0
50th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
30th %ile Green (s)	0.0	27.0	0.0	81.0	0.0	27.0	0.0	81.0
30th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
10th %ile Green (s)	0.0	27.0	0.0	81.0	0.0	27.0	0.0	81.0
10th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 3: Fry Rd & Mound Rd

MD 120
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	14.0	5.0	5.0	5.0	14.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	25.0	20.0	60.0	15.0	25.0	20.0	60.0
Total Split (%)	13%	21%	17%	50%	13%	21%	17%	50%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	None	None	None	C-Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 3: Fry Rd & Mound Rd



Phasings
3: Fry Rd & Mound Rd

MD 120
09/06/2022

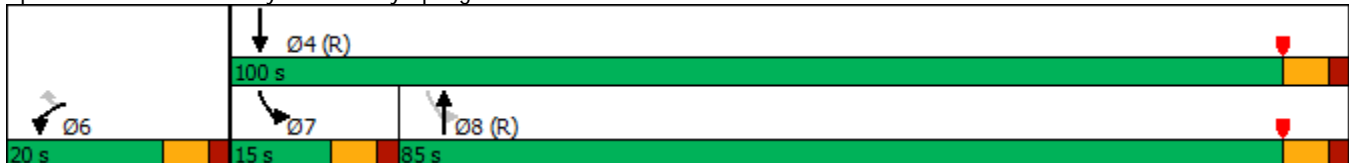
Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	5.0	5.0	5.0	14.0	5.0	5.0	5.0	14.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	25.0	20.0	60.0	15.0	25.0	20.0	60.0
Total Split (%)	13%	21%	17%	50%	13%	21%	17%	50%
Maximum Green (s)	9.0	19.0	14.0	54.0	9.0	19.0	14.0	54.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	3.5	2.0	2.0	2.0	3.5
Minimum Gap (s)	2.0	2.0	2.0	3.5	2.0	2.0	2.0	3.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Min	None	None	None	C-Min
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 4: Fry Rd & Sunny Springs Ln

MD 120
09/06/2022

Lane Group	Ø4	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	4	6	7	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	12.0	5.0	3.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	100.0	20.0	15.0	85.0
Total Split (%)	83%	17%	13%	71%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				
Cycle Length: 120				
Actuated Cycle Length: 120				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.00				
Intersection Signal Delay: 0.0			Intersection LOS: A	
Intersection Capacity Utilization 0.0%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 4: Fry Rd & Sunny Springs Ln



Phasings
4: Fry Rd & Sunny Springs Ln

MD 120
09/06/2022

Lane Group	Ø4	Ø6	Ø7	Ø8
Protected Phases	4	6	7	8
Permitted Phases				
Minimum Initial (s)	12.0	5.0	3.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	100.0	20.0	15.0	85.0
Total Split (%)	83%	17%	13%	71%
Maximum Green (s)	94.0	14.0	9.0	79.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Vehicle Extension (s)	4.0	2.0	2.0	4.0
Minimum Gap (s)	4.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	C-Max	None	None	C-Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	114.0	0.0	0.0	114.0
90th %ile Term Code	Coord	Skip	Skip	Coord
70th %ile Green (s)	114.0	0.0	0.0	114.0
70th %ile Term Code	Coord	Skip	Skip	Coord
50th %ile Green (s)	114.0	0.0	0.0	114.0
50th %ile Term Code	Coord	Skip	Skip	Coord
30th %ile Green (s)	114.0	0.0	0.0	114.0
30th %ile Term Code	Coord	Skip	Skip	Coord
10th %ile Green (s)	114.0	0.0	0.0	114.0
10th %ile Term Code	Coord	Skip	Skip	Coord
Intersection Summary				
Cycle Length: 120				
Actuated Cycle Length: 120				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Control Type: Actuated-Coordinated				

Timings 5: Fry Rd & Wheaton Crest Ln/Durango Falls Ln

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	12.0	5.0	3.0	12.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	85.0	20.0	15.0	85.0
Total Split (%)	17%	13%	71%	17%	13%	71%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 5: Fry Rd & Wheaton Crest Ln/Durango Falls Ln



Phasings
5: Fry Rd & Wheaton Crest Ln/Durango Falls Ln

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	12.0	5.0	3.0	12.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	85.0	20.0	15.0	85.0
Total Split (%)	17%	13%	71%	17%	13%	71%
Maximum Green (s)	14.0	9.0	79.0	14.0	9.0	79.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0	2.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings 6: Fry Rd & N Bridgeland Lake Pkwy

MD 120
09/06/2022

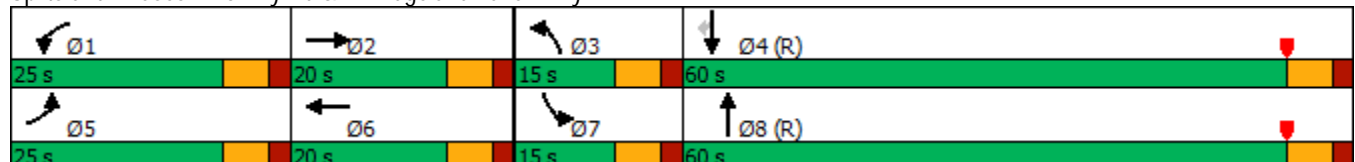


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	80	55	142	77	47	787	69	748	85
Future Volume (vph)	80	55	142	77	47	787	69	748	85
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	20.0
Total Split (s)	25.0	20.0	25.0	20.0	15.0	60.0	15.0	60.0	60.0
Total Split (%)	20.8%	16.7%	20.8%	16.7%	12.5%	50.0%	12.5%	50.0%	50.0%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effect Green (s)	10.3	7.8	14.4	11.9	7.4	68.0	8.1	68.5	68.5
Actuated g/C Ratio	0.09	0.06	0.12	0.10	0.06	0.57	0.07	0.57	0.57
v/c Ratio	0.58	0.46	0.72	0.40	0.47	0.50	0.63	0.40	0.10
Control Delay	67.0	32.5	69.5	29.8	80.1	13.1	77.6	16.8	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.0	32.5	69.5	29.8	80.1	13.1	77.6	16.8	1.0
LOS	E	C	E	C	F	B	E	B	A
Approach Delay		46.6		49.6		16.4		20.0	
Approach LOS		D		D		B		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 24.3
 Intersection LOS: C
 Intersection Capacity Utilization 61.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 6: Fry Rd & N Bridgeland Lake Pkwy



Phasings
6: Fry Rd & N Bridgeland Lake Pkwy

MD 120
09/06/2022



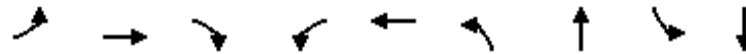
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	20.0
Total Split (s)	25.0	20.0	25.0	20.0	15.0	60.0	15.0	60.0	60.0
Total Split (%)	20.8%	16.7%	20.8%	16.7%	12.5%	50.0%	12.5%	50.0%	50.0%
Maximum Green (s)	19.0	14.0	19.0	14.0	9.0	54.0	9.0	54.0	54.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	14.6	10.5	19.0	14.9	9.0	57.5	9.0	57.5	57.5
90th %ile Term Code	Gap	Gap	Max	Hold	Max	Coord	Max	Coord	Coord
70th %ile Green (s)	12.1	8.8	17.1	13.8	9.0	61.1	9.0	61.1	61.1
70th %ile Term Code	Gap	Gap	Gap	Hold	Max	Coord	Max	Coord	Coord
50th %ile Green (s)	10.3	7.6	14.8	12.1	7.9	64.6	9.0	65.7	65.7
50th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Max	Coord	Coord
30th %ile Green (s)	8.5	6.5	12.4	10.4	6.5	69.2	7.9	70.6	70.6
30th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord	Coord
10th %ile Green (s)	5.9	5.5	8.9	8.5	0.0	87.6	0.0	87.6	87.6
10th %ile Term Code	Gap	Gap	Gap	Hold	Skip	Coord	Skip	Coord	Coord
Intersection Summary									
Cycle Length: 120									
Actuated Cycle Length: 120									
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Control Type: Actuated-Coordinated									

Timings

7: Fry Rd & Lakeland Village Center Blvd /Warner Smith Blvd

MD 120

09/06/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↰	↑	↱	↰	↑↓	↰	↑↓	↰	↑↓
Traffic Volume (vph)	40	4	25	28	3	28	858	12	837
Future Volume (vph)	40	4	25	28	3	28	858	12	837
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	20.0	15.0	20.0	15.0	70.0	15.0	70.0
Total Split (%)	12.5%	16.7%	16.7%	12.5%	16.7%	12.5%	58.3%	12.5%	58.3%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	7.0	5.4	5.4	7.3	5.5	6.5	92.1	6.4	89.3
Actuated g/C Ratio	0.06	0.04	0.04	0.06	0.05	0.05	0.77	0.05	0.74
v/c Ratio	0.40	0.05	0.13	0.27	0.05	0.30	0.34	0.13	0.36
Control Delay	65.5	56.0	1.3	59.5	0.2	62.0	7.5	53.1	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	56.0	1.3	59.5	0.2	62.0	7.5	53.1	6.3
LOS	E	E	A	E	A	E	A	D	A
Approach Delay		41.4			33.9		9.1		6.9
Approach LOS		D			C		A		A

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 9.9

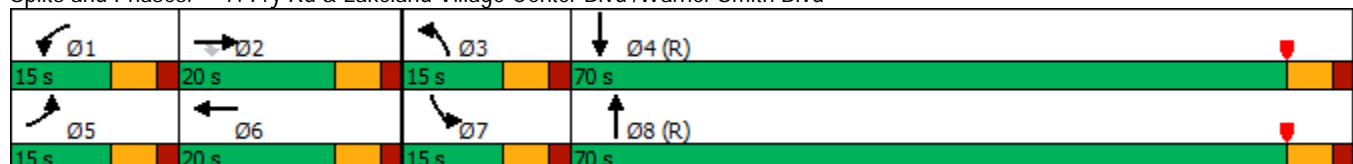
Intersection LOS: A

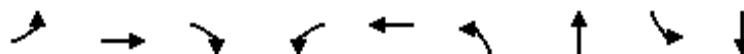
Intersection Capacity Utilization 47.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Fry Rd & Lakeland Village Center Blvd /Warner Smith Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	20.0	15.0	20.0	15.0	70.0	15.0	70.0
Total Split (%)	12.5%	16.7%	16.7%	12.5%	16.7%	12.5%	58.3%	12.5%	58.3%
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0	9.0	64.0	9.0	64.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	9.0	5.6	5.6	9.0	5.6	8.9	73.6	7.8	72.5
90th %ile Term Code	Max	Gap	Gap	Max	Hold	Gap	Coord	Gap	Coord
70th %ile Green (s)	8.4	5.5	5.5	8.4	5.5	7.4	75.2	6.9	74.7
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	6.9	5.0	5.0	7.4	5.5	6.4	89.6	0.0	77.2
50th %ile Term Code	Gap	Min	Min	Gap	Gap	Gap	Coord	Skip	Coord
30th %ile Green (s)	6.0	6.0	6.0	0.0	0.0	0.0	102.0	0.0	102.0
30th %ile Term Code	Gap	Hold	Hold	Skip	Skip	Skip	Coord	Skip	Coord
10th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	114.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Coord	Skip	Coord

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

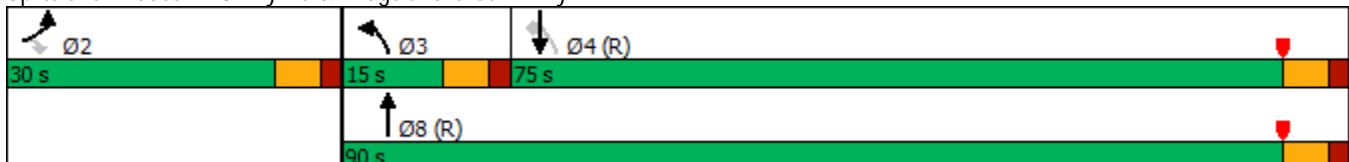
Control Type: Actuated-Coordinated

Timings 8: Fry Rd & Bridgeland Creek Pkwy

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	2	3	4	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	3.0	12.0	12.0
Minimum Split (s)	20.0	15.0	20.0	20.0
Total Split (s)	30.0	15.0	75.0	90.0
Total Split (%)	25%	13%	63%	75%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag		Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				
Cycle Length: 120				
Actuated Cycle Length: 120				
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.00				
Intersection Signal Delay: 0.0			Intersection LOS: A	
Intersection Capacity Utilization 0.0%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 8: Fry Rd & Bridgeland Creek Pkwy



Phasings
8: Fry Rd & Bridgeland Creek Pkwy

MD 120
09/06/2022

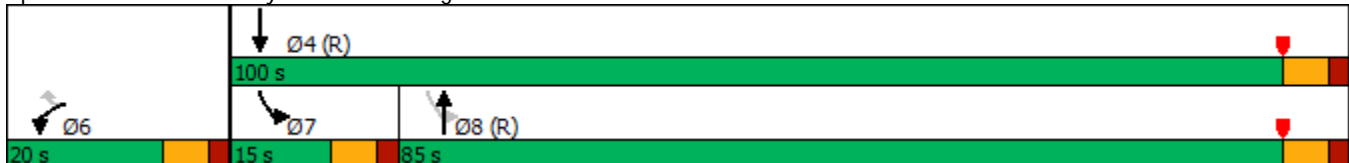
Lane Group	Ø2	Ø3	Ø4	Ø8
Protected Phases	2	3	4	8
Permitted Phases				
Minimum Initial (s)	5.0	3.0	12.0	12.0
Minimum Split (s)	20.0	15.0	20.0	20.0
Total Split (s)	30.0	15.0	75.0	90.0
Total Split (%)	25%	13%	63%	75%
Maximum Green (s)	24.0	9.0	69.0	84.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lead/Lag		Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	
Vehicle Extension (s)	3.0	2.0	4.0	4.0
Minimum Gap (s)	3.0	2.0	4.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	C-Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	0.0	0.0	114.0	114.0
90th %ile Term Code	Skip	Skip	Coord	Coord
70th %ile Green (s)	0.0	0.0	114.0	114.0
70th %ile Term Code	Skip	Skip	Coord	Coord
50th %ile Green (s)	0.0	0.0	114.0	114.0
50th %ile Term Code	Skip	Skip	Coord	Coord
30th %ile Green (s)	0.0	0.0	114.0	114.0
30th %ile Term Code	Skip	Skip	Coord	Coord
10th %ile Green (s)	0.0	0.0	114.0	114.0
10th %ile Term Code	Skip	Skip	Coord	Coord
Intersection Summary				
Cycle Length: 120				
Actuated Cycle Length: 120				
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow				
Control Type: Actuated-Coordinated				

Timings 9: Fry Rd & Brazos Sage Dr

MD 120
09/06/2022

Lane Group	Ø4	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	4	6	7	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	12.0	5.0	3.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	100.0	20.0	15.0	85.0
Total Split (%)	83%	17%	13%	71%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				
Cycle Length: 120				
Actuated Cycle Length: 120				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.00				
Intersection Signal Delay: 0.0			Intersection LOS: A	
Intersection Capacity Utilization 0.0%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 9: Fry Rd & Brazos Sage Dr



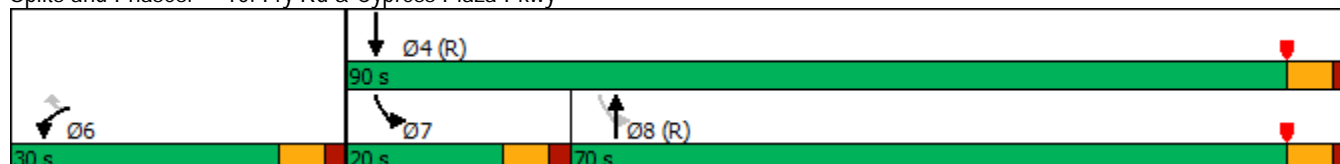
Lane Group	Ø4	Ø6	Ø7	Ø8
Protected Phases	4	6	7	8
Permitted Phases				
Minimum Initial (s)	12.0	5.0	3.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	100.0	20.0	15.0	85.0
Total Split (%)	83%	17%	13%	71%
Maximum Green (s)	94.0	14.0	9.0	79.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Vehicle Extension (s)	4.0	3.0	2.0	4.0
Minimum Gap (s)	4.0	3.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	C-Max	None	None	C-Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	114.0	0.0	0.0	114.0
90th %ile Term Code	Coord	Skip	Skip	Coord
70th %ile Green (s)	114.0	0.0	0.0	114.0
70th %ile Term Code	Coord	Skip	Skip	Coord
50th %ile Green (s)	114.0	0.0	0.0	114.0
50th %ile Term Code	Coord	Skip	Skip	Coord
30th %ile Green (s)	114.0	0.0	0.0	114.0
30th %ile Term Code	Coord	Skip	Skip	Coord
10th %ile Green (s)	114.0	0.0	0.0	114.0
10th %ile Term Code	Coord	Skip	Skip	Coord
Intersection Summary				
Cycle Length: 120				
Actuated Cycle Length: 120				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Control Type: Actuated-Coordinated				

Timings 10: Fry Rd & Cypress Plaza Pkwy

MD 120
09/06/2022

Lane Group	Ø4	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	4	6	7	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	12.0	3.0	3.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	90.0	30.0	20.0	70.0
Total Split (%)	75%	25%	17%	58%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Act Effect Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				
Cycle Length: 120				
Actuated Cycle Length: 120				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.00				
Intersection Signal Delay: 0.0			Intersection LOS: A	
Intersection Capacity Utilization 0.0%			ICU Level of Service A	
Analysis Period (min) 15				

















Splits and Phases: 10: Fry Rd & Cypress Plaza Pkwy



Lane Group	Ø4	Ø6	Ø7	Ø8
Protected Phases	4	6	7	8
Permitted Phases				
Minimum Initial (s)	12.0	3.0	3.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	90.0	30.0	20.0	70.0
Total Split (%)	75%	25%	17%	58%
Maximum Green (s)	84.0	24.0	14.0	64.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Vehicle Extension (s)	4.0	3.0	2.0	4.0
Minimum Gap (s)	4.0	3.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	C-Max	None	None	C-Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	114.0	0.0	0.0	114.0
90th %ile Term Code	Coord	Skip	Skip	Coord
70th %ile Green (s)	114.0	0.0	0.0	114.0
70th %ile Term Code	Coord	Skip	Skip	Coord
50th %ile Green (s)	114.0	0.0	0.0	114.0
50th %ile Term Code	Coord	Skip	Skip	Coord
30th %ile Green (s)	114.0	0.0	0.0	114.0
30th %ile Term Code	Coord	Skip	Skip	Coord
10th %ile Green (s)	114.0	0.0	0.0	114.0
10th %ile Term Code	Coord	Skip	Skip	Coord
Intersection Summary				
Cycle Length: 120				
Actuated Cycle Length: 120				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Control Type: Actuated-Coordinated				

Timings 11: Fry Rd & Tuckerton Rd

MD 120
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	113	156	209	204	128	560	99	486
Future Volume (vph)	113	156	209	204	128	560	99	486
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	8.0	5.0	8.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	30.0	25.0	35.0	20.0	45.0	20.0	45.0
Total Split (%)	16.7%	25.0%	20.8%	29.2%	16.7%	37.5%	16.7%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	11.5	11.6	17.2	17.3	13.2	56.0	11.2	54.0
Actuated g/C Ratio	0.10	0.10	0.14	0.14	0.11	0.47	0.09	0.45
v/c Ratio	0.68	0.67	0.84	0.57	0.67	0.42	0.61	0.37
Control Delay	72.3	35.7	77.2	41.9	67.5	23.1	67.4	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	35.7	77.2	41.9	67.5	23.1	67.4	23.6
LOS	E	D	E	D	E	C	E	C
Approach Delay		46.1		56.4		30.2		30.2
Approach LOS		D		E		C		C

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 38.5

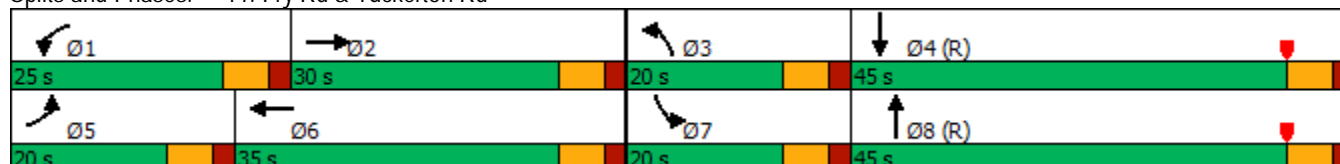
Intersection LOS: D

Intersection Capacity Utilization 64.5%

ICU Level of Service C

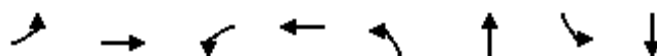
Analysis Period (min) 15

Splits and Phases: 11: Fry Rd & Tuckerton Rd



Phasings
11: Fry Rd & Tuckerton Rd

MD 120
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Minimum Initial (s)	5.0	8.0	5.0	8.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	30.0	25.0	35.0	20.0	45.0	20.0	45.0
Total Split (%)	16.7%	25.0%	20.8%	29.2%	16.7%	37.5%	16.7%	37.5%
Maximum Green (s)	14.0	24.0	19.0	29.0	14.0	39.0	14.0	39.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	14.0	15.8	19.0	20.8	18.4	45.3	15.9	42.8
90th %ile Term Code	Max	Gap	Max	Hold	Gap	Coord	Gap	Coord
70th %ile Green (s)	14.0	13.2	19.0	18.2	15.5	50.7	13.1	48.3
70th %ile Term Code	Max	Gap	Max	Hold	Gap	Coord	Gap	Coord
50th %ile Green (s)	12.1	11.4	19.0	18.3	13.3	54.4	11.2	52.3
50th %ile Term Code	Gap	Gap	Max	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	10.1	9.5	16.5	15.9	11.1	60.7	9.3	58.9
30th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
10th %ile Green (s)	7.1	8.0	12.5	13.4	7.9	69.0	6.5	67.6
10th %ile Term Code	Gap	Min	Gap	Hold	Gap	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 12: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr

MD 120
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	3.0	5.0	3.0	12.0	3.0	5.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	70.0	15.0	20.0	15.0	70.0
Total Split (%)	13%	17%	13%	58%	13%	17%	13%	58%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Act Effect Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 12: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr

Ø1 15 s	Ø2 20 s	Ø3 15 s	Ø4 (R) 70 s
Ø5 15 s	Ø6 20 s	Ø7 15 s	Ø8 (R) 70 s

Phasings
12: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr

MD 120
09/06/2022

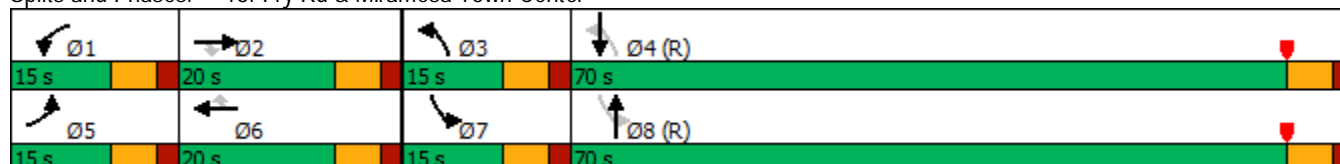
Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	3.0	5.0	3.0	12.0	3.0	5.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	70.0	15.0	20.0	15.0	70.0
Total Split (%)	13%	17%	13%	58%	13%	17%	13%	58%
Maximum Green (s)	9.0	14.0	9.0	64.0	9.0	14.0	9.0	64.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 13: Fry Rd & Miramesa Town Center

MD 120
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	12.0	3.0	3.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	70.0	15.0	20.0	15.0	70.0
Total Split (%)	13%	17%	13%	58%	13%	17%	13%	58%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Act Effect Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 13: Fry Rd & Miramesa Town Center



















Phasings
13: Fry Rd & Miramesa Town Center

MD 120
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	3.0	3.0	3.0	12.0	3.0	3.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	70.0	15.0	20.0	15.0	70.0
Total Split (%)	13%	17%	13%	58%	13%	17%	13%	58%
Maximum Green (s)	9.0	14.0	9.0	64.0	9.0	14.0	9.0	64.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	4.0	2.0	2.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	4.0	2.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 14: Fry Rd & West Rd

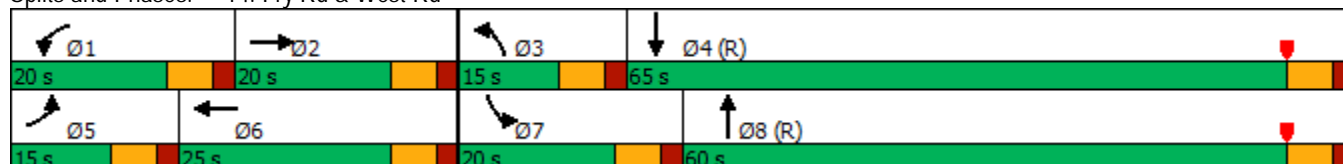
MD 120
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	12	108	11	21	601	99	616
Future Volume (vph)	14	12	108	11	21	601	99	616
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	20.0	25.0	15.0	60.0	20.0	65.0
Total Split (%)	12.5%	16.7%	16.7%	20.8%	12.5%	50.0%	16.7%	54.2%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	5.6	5.3	12.0	13.8	6.1	71.5	11.6	81.4
Actuated g/C Ratio	0.05	0.04	0.10	0.12	0.05	0.60	0.10	0.68
v/c Ratio	0.18	0.15	0.64	0.21	0.25	0.35	0.60	0.27
Control Delay	59.3	40.0	68.4	14.9	60.8	14.2	66.3	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.3	40.0	68.4	14.9	60.8	14.2	66.3	10.1
LOS	E	D	E	B	E	B	E	B
Approach Delay		47.6		45.1		15.5		17.7
Approach LOS		D		D		B		B

Intersection Summary

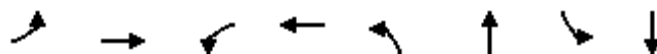
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 20.6
 Intersection LOS: C
 Intersection Capacity Utilization 53.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 14: Fry Rd & West Rd



Phasings
14: Fry Rd & West Rd

MD 120
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	20.0	25.0	15.0	60.0	20.0	65.0
Total Split (%)	12.5%	16.7%	16.7%	20.8%	12.5%	50.0%	16.7%	54.2%
Maximum Green (s)	9.0	14.0	14.0	19.0	9.0	54.0	14.0	59.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Minimum Gap (s)	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	7.3	6.1	14.0	12.8	8.1	61.9	14.0	67.8
90th %ile Term Code	Gap	Gap	Max	Hold	Gap	Coord	Max	Coord
70th %ile Green (s)	6.2	5.4	14.0	13.2	6.8	62.6	14.0	69.8
70th %ile Term Code	Gap	Gap	Max	Hold	Gap	Coord	Max	Coord
50th %ile Green (s)	0.0	5.0	12.9	23.9	5.9	65.8	12.3	72.2
50th %ile Term Code	Skip	Min	Gap	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	0.0	0.0	10.9	10.9	0.0	80.8	10.3	97.1
30th %ile Term Code	Skip	Skip	Gap	Hold	Skip	Coord	Gap	Coord
10th %ile Green (s)	0.0	0.0	8.0	8.0	0.0	86.4	7.6	100.0
10th %ile Term Code	Skip	Skip	Gap	Hold	Skip	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 15: Fry Rd & Morrison Grove Dr

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	5.0	12.0	5.0	5.0	12.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	80.0	20.0	20.0	80.0
Total Split (%)	17%	17%	67%	17%	17%	67%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effect Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 15: Fry Rd & Morrison Grove Dr



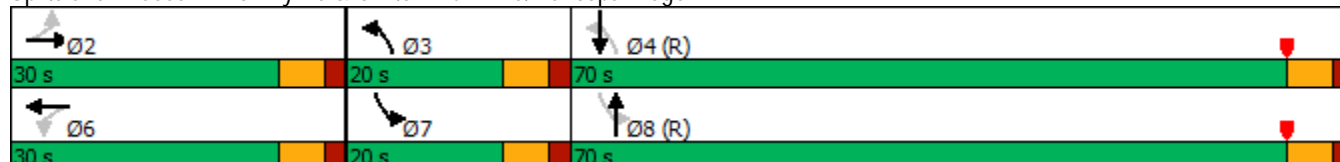
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	5.0	12.0	5.0	5.0	12.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	80.0	20.0	20.0	80.0
Total Split (%)	17%	17%	67%	17%	17%	67%
Maximum Green (s)	14.0	14.0	74.0	14.0	14.0	74.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	2.0	4.0	3.0	2.0	4.0
Minimum Gap (s)	3.0	2.0	4.0	3.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings 16: Fry Rd & Chilton Bluff Blvd/Maricopa Ridge Dr

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	5.0	8.0	8.0	5.0	8.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	30.0	20.0	70.0	30.0	20.0	70.0
Total Split (%)	25%	17%	58%	25%	17%	58%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effect Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						



















Splits and Phases: 16: Fry Rd & Chilton Bluff Blvd/Maricopa Ridge Dr



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	8.0	5.0	8.0	8.0	5.0	8.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	30.0	20.0	70.0	30.0	20.0	70.0
Total Split (%)	25%	17%	58%	25%	17%	58%
Maximum Green (s)	24.0	14.0	64.0	24.0	14.0	64.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	4.0	2.0	4.0	4.0	2.0	4.0
Minimum Gap (s)	4.0	2.0	4.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings 17: Fry Rd & Longenbaugh Rd

MD 120
09/06/2022

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	10	40	164	24	20	509	155	137	523
Future Volume (vph)	10	40	164	24	20	509	155	137	523
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	12.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	25.0	30.0	15.0	50.0	50.0	25.0	60.0
Total Split (%)	12.5%	16.7%	20.8%	25.0%	12.5%	41.7%	41.7%	20.8%	50.0%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	6.1	6.5	9.8	17.4	6.5	73.3	73.3	8.8	82.8
Actuated g/C Ratio	0.05	0.05	0.08	0.14	0.05	0.61	0.61	0.07	0.69
v/c Ratio	0.11	0.30	0.60	0.28	0.22	0.24	0.15	0.56	0.22
Control Delay	57.1	42.9	62.1	12.6	57.5	10.4	0.4	61.9	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.1	42.9	62.1	12.6	57.5	10.4	0.4	61.9	8.9
LOS	E	D	E	B	E	B	A	E	A
Approach Delay		44.9		38.4		9.5			19.8
Approach LOS		D		D		A			B

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 20.1

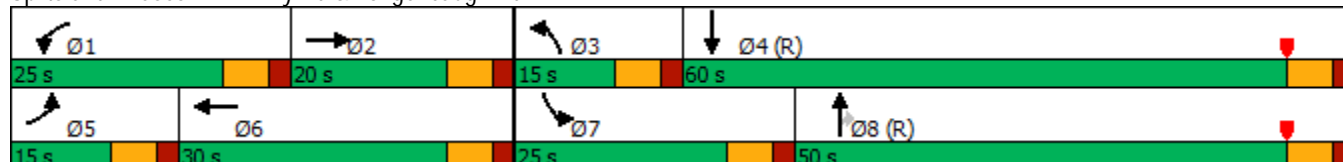
Intersection LOS: C

Intersection Capacity Utilization 46.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 17: Fry Rd & Longenbaugh Rd



Phasings
17: Fry Rd & Longenbaugh Rd

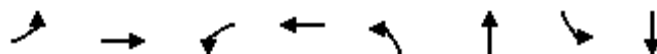
MD 120
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	12.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	25.0	30.0	15.0	50.0	50.0	25.0	60.0
Total Split (%)	12.5%	16.7%	20.8%	25.0%	12.5%	41.7%	41.7%	20.8%	50.0%
Maximum Green (s)	9.0	14.0	19.0	24.0	9.0	44.0	44.0	19.0	54.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	4.0	4.0	1.5	4.0
Minimum Gap (s)	2.0	2.0	1.5	2.0	2.0	4.0	4.0	1.5	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	6.6	7.8	13.0	14.2	8.0	63.5	63.5	11.7	67.2
90th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Coord	Gap	Coord
70th %ile Green (s)	0.0	6.7	11.1	23.8	6.7	68.2	68.2	10.0	71.5
70th %ile Term Code	Skip	Gap	Gap	Hold	Gap	Coord	Coord	Gap	Coord
50th %ile Green (s)	0.0	6.0	9.8	21.8	0.0	71.4	71.4	8.8	86.2
50th %ile Term Code	Skip	Min	Gap	Hold	Skip	Coord	Coord	Gap	Coord
30th %ile Green (s)	0.0	6.0	8.5	20.5	0.0	73.8	73.8	7.7	87.5
30th %ile Term Code	Skip	Min	Gap	Hold	Skip	Coord	Coord	Gap	Coord
10th %ile Green (s)	0.0	0.0	6.6	6.6	0.0	89.4	89.4	6.0	101.4
10th %ile Term Code	Skip	Skip	Gap	Hold	Skip	Coord	Coord	Gap	Coord
Intersection Summary									
Cycle Length: 120									
Actuated Cycle Length: 120									
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Control Type: Actuated-Coordinated									

Timings 18: Fry Rd & Rustic Lake Ln

MD 120
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	LT	RT	LT	RT	LT	RT	LT	RT
Traffic Volume (vph)	23	14	60	13	24	592	80	631
Future Volume (vph)	23	14	60	13	24	592	80	631
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	15.0	75.0	20.0	80.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	12.5%	62.5%	16.7%	66.7%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	10.1	10.1	10.1	10.1	6.4	84.2	10.1	89.9
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.05	0.70	0.08	0.75
v/c Ratio	0.23	0.26	0.57	0.39	0.28	0.28	0.58	0.26
Control Delay	54.2	28.2	71.1	22.3	61.2	8.1	74.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	28.2	71.1	22.3	61.2	8.1	74.0	4.6
LOS	D	C	E	C	E	A	E	A
Approach Delay		37.8		44.8		10.1		12.3
Approach LOS		D		D		B		B

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 15.1

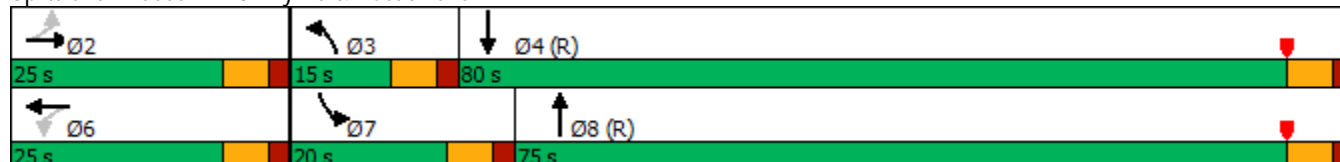
Intersection LOS: B

Intersection Capacity Utilization 47.3%

ICU Level of Service A

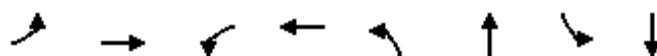
Analysis Period (min) 15

Splits and Phases: 18: Fry Rd & Rustic Lake Ln



Phasings
18: Fry Rd & Rustic Lake Ln

MD 120
09/06/2022



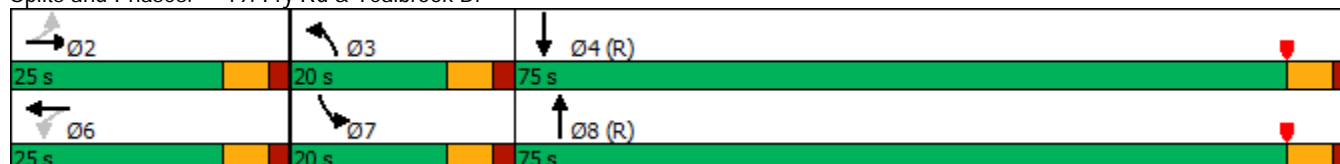
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	15.0	75.0	20.0	80.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	12.5%	62.5%	16.7%	66.7%
Maximum Green (s)	19.0	19.0	19.0	19.0	9.0	69.0	14.0	74.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	15.1	15.1	15.1	15.1	8.6	72.9	14.0	78.3
90th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Max	Coord
70th %ile Green (s)	12.1	12.1	12.1	12.1	7.2	77.9	12.0	82.7
70th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	10.1	10.1	10.1	10.1	6.2	81.7	10.2	85.7
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	8.1	8.1	8.1	8.1	0.0	85.5	8.4	99.9
30th %ile Term Code	Hold	Hold	Gap	Gap	Skip	Coord	Gap	Coord
10th %ile Green (s)	5.1	5.1	5.1	5.1	0.0	102.9	0.0	102.9
10th %ile Term Code	Hold	Hold	Gap	Gap	Skip	Coord	Skip	Coord
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 19: Fry Rd & Tealbrook Dr

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	20.0	75.0	25.0	20.0	75.0
Total Split (%)	21%	17%	63%	21%	17%	63%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effect Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 19: Fry Rd & Tealbrook Dr



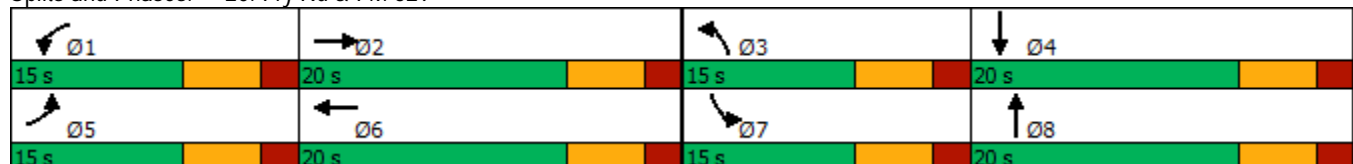
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	20.0	75.0	25.0	20.0	75.0
Total Split (%)	21%	17%	63%	21%	17%	63%
Maximum Green (s)	19.0	14.0	69.0	19.0	14.0	69.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0	2.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings
20: Fry Rd & FM 529

MD 120
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (%)	21%	29%	21%	29%	21%	29%	21%	29%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 70								
Actuated Cycle Length: 18								
Natural Cycle: 70								
Control Type: Actuated-Uncoordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 20: Fry Rd & FM 529



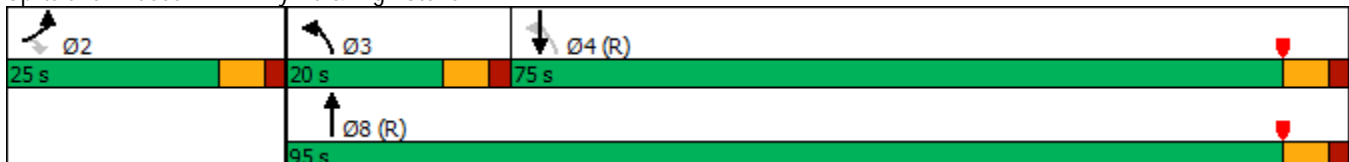
Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (%)	21%	29%	21%	29%	21%	29%	21%	29%
Maximum Green (s)	9.0	14.0	9.0	14.0	9.0	14.0	9.0	14.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
90th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Skip	Skip
70th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
70th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Skip	Skip
50th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Skip	Skip
30th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Skip	Skip
10th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Skip	Skip
Intersection Summary								
Cycle Length: 70								
Actuated Cycle Length: 18								
Control Type: Actuated-Uncoordinated								
90th %ile Actuated Cycle: 18								
70th %ile Actuated Cycle: 18								
50th %ile Actuated Cycle: 18								
30th %ile Actuated Cycle: 18								
10th %ile Actuated Cycle: 18								

Timings 21: Fry Rd & High Stone Ln

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	2	3	4	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	3.0	7.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0
Total Split (s)	25.0	20.0	75.0	95.0
Total Split (%)	21%	17%	63%	79%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag		Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				
Cycle Length: 120				
Actuated Cycle Length: 120				
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.00				
Intersection Signal Delay: 0.0			Intersection LOS: A	
Intersection Capacity Utilization 0.0%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 21: Fry Rd & High Stone Ln



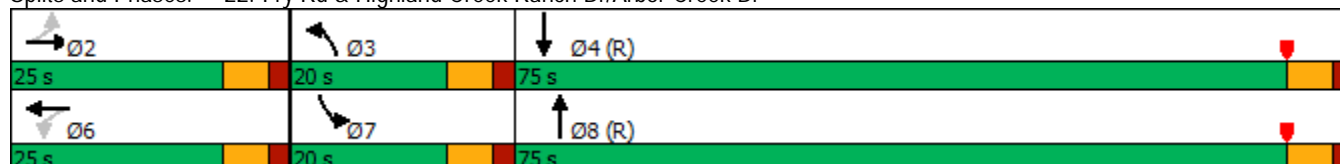
Lane Group	Ø2	Ø3	Ø4	Ø8
Protected Phases	2	3	4	8
Permitted Phases				
Minimum Initial (s)	5.0	3.0	7.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0
Total Split (s)	25.0	20.0	75.0	95.0
Total Split (%)	21%	17%	63%	79%
Maximum Green (s)	19.0	14.0	69.0	89.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lead/Lag		Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	4.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	C-Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	0.0	0.0	114.0	114.0
90th %ile Term Code	Skip	Skip	Coord	Coord
70th %ile Green (s)	0.0	0.0	114.0	114.0
70th %ile Term Code	Skip	Skip	Coord	Coord
50th %ile Green (s)	0.0	0.0	114.0	114.0
50th %ile Term Code	Skip	Skip	Coord	Coord
30th %ile Green (s)	0.0	0.0	114.0	114.0
30th %ile Term Code	Skip	Skip	Coord	Coord
10th %ile Green (s)	0.0	0.0	114.0	114.0
10th %ile Term Code	Skip	Skip	Coord	Coord
Intersection Summary				
Cycle Length: 120				
Actuated Cycle Length: 120				
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow				
Control Type: Actuated-Coordinated				

Timings 22: Fry Rd & Highland Creek Ranch Dr/Arbor Creek Dr

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	14.0	5.0	5.0	14.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	20.0	75.0	25.0	20.0	75.0
Total Split (%)	21%	17%	63%	21%	17%	63%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	Max	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 22: Fry Rd & Highland Creek Ranch Dr/Arbor Creek Dr



Phasings
22: Fry Rd & Highland Creek Ranch Dr/Arbor Creek Dr

MD 120
09/06/2022

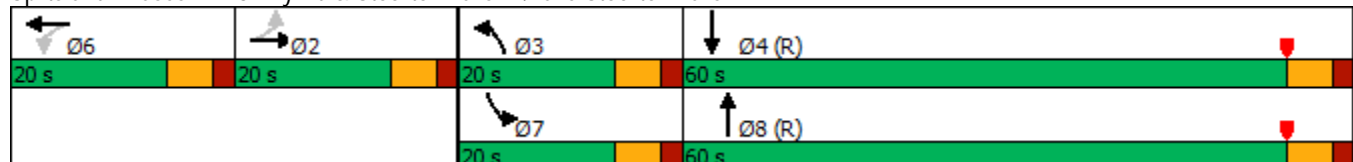
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	14.0	5.0	5.0	14.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	20.0	75.0	25.0	20.0	75.0
Total Split (%)	21%	17%	63%	21%	17%	63%
Maximum Green (s)	19.0	14.0	69.0	19.0	14.0	69.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0	2.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	19.0	0.0	89.0	19.0	0.0	89.0
90th %ile Term Code	MaxR	Skip	Coord	Hold	Skip	Coord
70th %ile Green (s)	19.0	0.0	89.0	19.0	0.0	89.0
70th %ile Term Code	MaxR	Skip	Coord	Hold	Skip	Coord
50th %ile Green (s)	19.0	0.0	89.0	19.0	0.0	89.0
50th %ile Term Code	MaxR	Skip	Coord	Hold	Skip	Coord
30th %ile Green (s)	19.0	0.0	89.0	19.0	0.0	89.0
30th %ile Term Code	MaxR	Skip	Coord	Hold	Skip	Coord
10th %ile Green (s)	19.0	0.0	89.0	19.0	0.0	89.0
10th %ile Term Code	MaxR	Skip	Coord	Hold	Skip	Coord
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings 23: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	5.0	8.0	5.0	5.0	8.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	60.0	20.0	20.0	60.0
Total Split (%)	17%	17%	50%	17%	17%	50%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 75						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 23: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr



















Phasings
23: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	5.0	8.0	5.0	5.0	8.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	60.0	20.0	20.0	60.0
Total Split (%)	17%	17%	50%	17%	17%	50%
Maximum Green (s)	14.0	14.0	54.0	14.0	14.0	54.0
Yellow Time (s)	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
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	4.0	3.0	2.0	4.0
Minimum Gap (s)	3.0	2.0	4.0	3.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings 24: Fry Rd & W Little York Rd

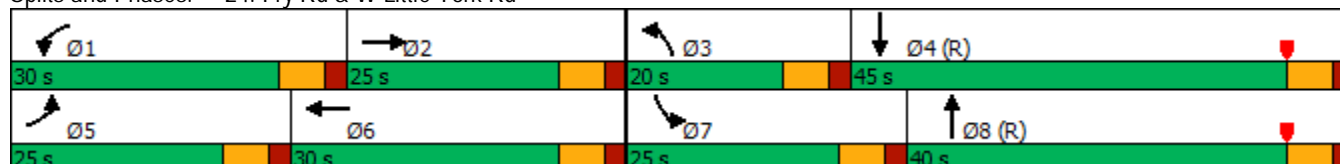
MD 120
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	139	222	208	209	118	535	192	654
Future Volume (vph)	139	222	208	209	118	535	192	654
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	7.0	3.0	7.0	3.0	7.0	5.0	7.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	30.0	30.0	20.0	40.0	25.0	45.0
Total Split (%)	20.8%	20.8%	25.0%	25.0%	16.7%	33.3%	20.8%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	14.2	16.2	18.8	20.9	11.8	44.1	16.8	49.1
Actuated g/C Ratio	0.12	0.14	0.16	0.17	0.10	0.37	0.14	0.41
v/c Ratio	0.71	0.69	0.80	0.60	0.72	0.54	0.82	0.54
Control Delay	68.8	48.8	69.0	29.4	75.1	32.8	75.6	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.8	48.8	69.0	29.4	75.1	32.8	75.6	30.1
LOS	E	D	E	C	E	C	E	C
Approach Delay		54.8		42.7		39.4		39.6
Approach LOS		D		D		D		D

Intersection Summary

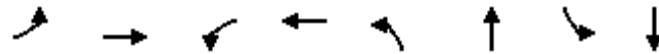
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 42.8
Intersection Capacity Utilization 70.0%
Analysis Period (min) 15

Splits and Phases: 24: Fry Rd & W Little York Rd



Phasings
24: Fry Rd & W Little York Rd

MD 120
09/06/2022



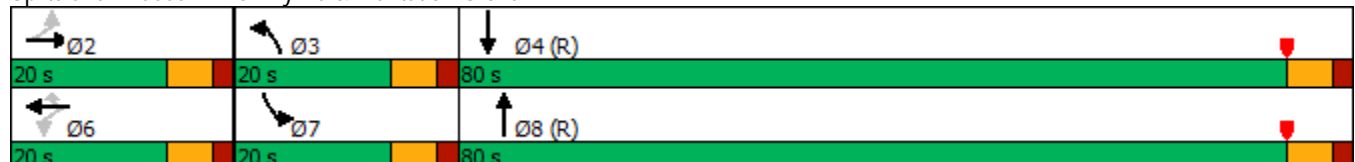
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Minimum Initial (s)	3.0	7.0	3.0	7.0	3.0	7.0	5.0	7.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	30.0	30.0	20.0	40.0	25.0	45.0
Total Split (%)	20.8%	20.8%	25.0%	25.0%	16.7%	33.3%	20.8%	37.5%
Maximum Green (s)	19.0	19.0	24.0	24.0	14.0	34.0	19.0	39.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	19.0	19.0	24.0	24.0	14.0	34.0	19.0	39.0
90th %ile Term Code	Max	Max	Max	Hold	Max	Coord	Max	Coord
70th %ile Green (s)	16.7	18.5	22.1	23.9	14.0	36.4	19.0	41.4
70th %ile Term Code	Gap	Gap	Gap	Hold	Max	Coord	Max	Coord
50th %ile Green (s)	14.4	16.7	19.3	21.6	12.9	41.5	18.5	47.1
50th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	12.0	14.8	16.4	19.2	10.7	49.0	15.8	54.1
30th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
10th %ile Green (s)	8.7	12.1	12.3	15.7	7.6	59.8	11.8	64.0
10th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 25: Fry Rd & Plantation Grove Trl

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	80.0	20.0	20.0	80.0
Total Split (%)	17%	17%	67%	17%	17%	67%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 25: Fry Rd & Plantation Grove Trl



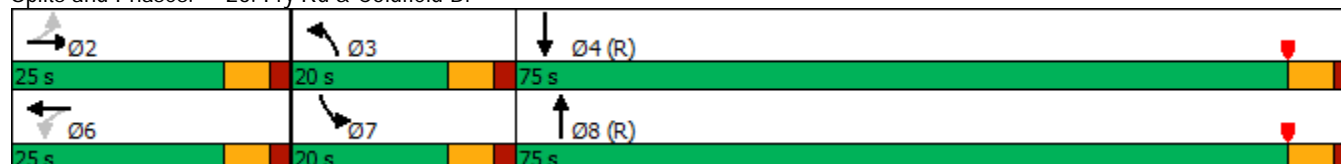
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	80.0	20.0	20.0	80.0
Total Split (%)	17%	17%	67%	17%	17%	67%
Maximum Green (s)	14.0	14.0	74.0	14.0	14.0	74.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0	2.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings 26: Fry Rd & Coldfield Dr

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	10.0	5.0	3.0	10.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	20.0	75.0	25.0	20.0	75.0
Total Split (%)	21%	17%	63%	21%	17%	63%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 26: Fry Rd & Coldfield Dr



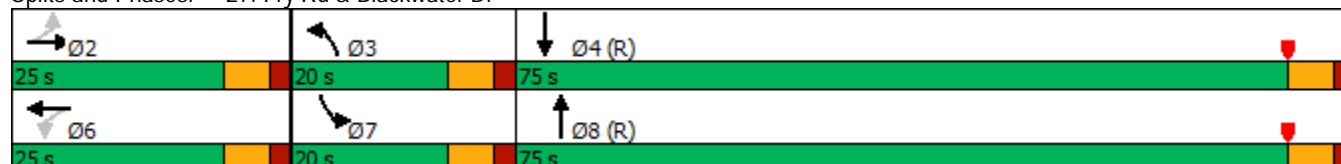
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	10.0	5.0	3.0	10.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	20.0	75.0	25.0	20.0	75.0
Total Split (%)	21%	17%	63%	21%	17%	63%
Maximum Green (s)	19.0	14.0	69.0	19.0	14.0	69.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	2.0	4.0	3.0	2.0	4.0
Minimum Gap (s)	3.0	2.0	4.0	3.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings 27: Fry Rd & Blackwater Dr

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	20.0	75.0	25.0	20.0	75.0
Total Split (%)	21%	17%	63%	21%	17%	63%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

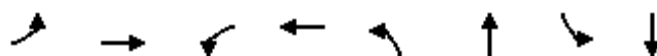
Splits and Phases: 27: Fry Rd & Blackwater Dr



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	20.0	75.0	25.0	20.0	75.0
Total Split (%)	21%	17%	63%	21%	17%	63%
Maximum Green (s)	19.0	14.0	69.0	19.0	14.0	69.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0	0.2	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	0.2	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings 28: Fry Rd & Kieth Harrow Blvd

MD 120
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	←	↑↑	←	↑↑	←	↑↑	←	↑↑
Traffic Volume (vph)	146	90	46	80	23	803	118	829
Future Volume (vph)	146	90	46	80	23	803	118	829
Turn Type	D.P+P	NA	D.P+P	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	6		2					
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	20.0	20.0	15.0	55.0	20.0	60.0
Total Split (%)	20.8%	20.8%	16.7%	16.7%	12.5%	45.8%	16.7%	50.0%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	18.1	13.0	19.3	8.7	6.2	65.1	12.8	76.0
Actuated g/C Ratio	0.15	0.11	0.16	0.07	0.05	0.54	0.11	0.63
v/c Ratio	0.71	0.34	0.21	0.57	0.26	0.47	0.67	0.46
Control Delay	64.0	37.6	39.5	30.8	61.1	19.3	67.8	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.0	37.6	39.5	30.8	61.1	19.3	67.8	13.8
LOS	E	D	D	C	E	B	E	B
Approach Delay		51.7		32.6		20.4		19.8
Approach LOS		D		C		C		B

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 24.8

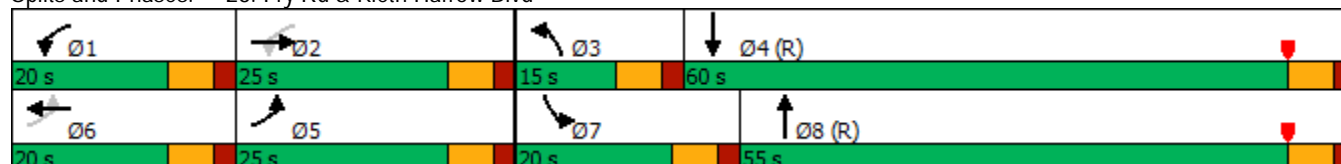
Intersection LOS: C

Intersection Capacity Utilization 63.8%

ICU Level of Service B

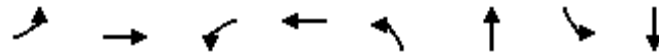
Analysis Period (min) 15

Splits and Phases: 28: Fry Rd & Kieth Harrow Blvd



Phasings
28: Fry Rd & Kieth Harrow Blvd

MD 120
09/06/2022



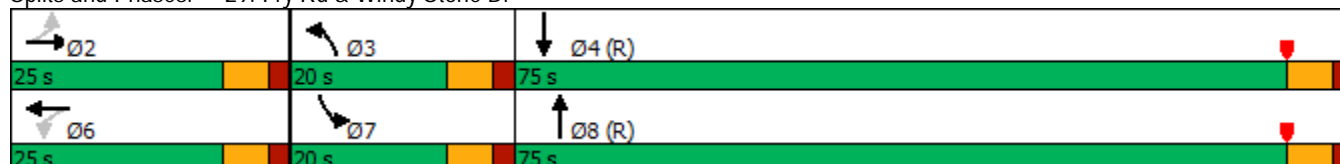
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	6		2					
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	20.0	20.0	15.0	55.0	20.0	60.0
Total Split (%)	20.8%	20.8%	16.7%	16.7%	12.5%	45.8%	16.7%	50.0%
Maximum Green (s)	19.0	19.0	14.0	14.0	9.0	49.0	14.0	54.0
Yellow Time (s)	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
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	13.0	15.5	9.8	12.3	8.3	52.7	18.0	62.4
90th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Coord	Gap	Coord
70th %ile Green (s)	11.0	12.7	8.4	10.1	7.0	59.9	15.0	67.9
70th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	9.4	10.7	7.3	8.6	6.1	65.1	12.9	71.9
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	7.9	8.9	6.1	7.1	0.0	70.3	10.7	87.0
30th %ile Term Code	Gap	Hold	Gap	Gap	Skip	Coord	Gap	Coord
10th %ile Green (s)	5.5	17.0	0.0	5.5	0.0	77.4	7.6	91.0
10th %ile Term Code	Gap	Hold	Skip	Gap	Skip	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 29: Fry Rd & Windy Stone Dr

MD 120
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	20.0	75.0	25.0	20.0	75.0
Total Split (%)	21%	17%	63%	21%	17%	63%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effect Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 29: Fry Rd & Windy Stone Dr



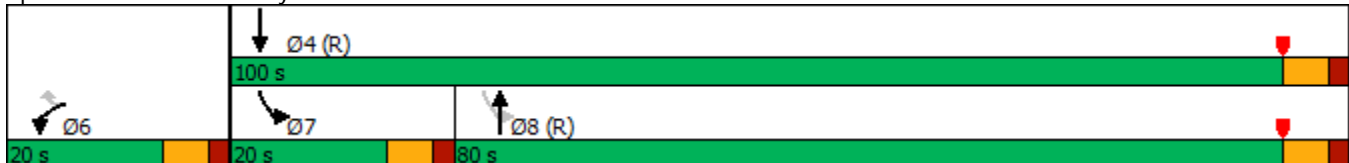
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	20.0	75.0	25.0	20.0	75.0
Total Split (%)	21%	17%	63%	21%	17%	63%
Maximum Green (s)	19.0	14.0	69.0	19.0	14.0	69.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0	2.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	114.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings
30: Fry Rd & Windstone Manor Blvd

MD 120
09/06/2022

Lane Group	Ø4	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	4	6	7	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	12.0	6.0	5.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	100.0	20.0	20.0	80.0
Total Split (%)	83%	17%	17%	67%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				
Cycle Length: 120				
Actuated Cycle Length: 120				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.00				
Intersection Signal Delay: 0.0			Intersection LOS: A	
Intersection Capacity Utilization 0.0%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 30: Fry Rd & Windstone Manor Blvd



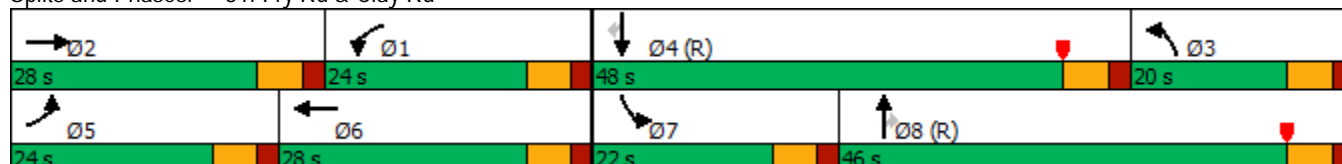
Lane Group	Ø4	Ø6	Ø7	Ø8
Protected Phases	4	6	7	8
Permitted Phases				
Minimum Initial (s)	12.0	6.0	5.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	100.0	20.0	20.0	80.0
Total Split (%)	83%	17%	17%	67%
Maximum Green (s)	94.0	14.0	14.0	74.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Vehicle Extension (s)	4.0	4.0	2.0	4.0
Minimum Gap (s)	4.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	C-Max	None	None	C-Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	114.0	0.0	0.0	114.0
90th %ile Term Code	Coord	Skip	Skip	Coord
70th %ile Green (s)	114.0	0.0	0.0	114.0
70th %ile Term Code	Coord	Skip	Skip	Coord
50th %ile Green (s)	114.0	0.0	0.0	114.0
50th %ile Term Code	Coord	Skip	Skip	Coord
30th %ile Green (s)	114.0	0.0	0.0	114.0
30th %ile Term Code	Coord	Skip	Skip	Coord
10th %ile Green (s)	114.0	0.0	0.0	114.0
10th %ile Term Code	Coord	Skip	Skip	Coord
Intersection Summary				
Cycle Length: 120				
Actuated Cycle Length: 120				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Control Type: Actuated-Coordinated				

Timings 31: Fry Rd & Clay Rd

MD 120
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	24.0	28.0	20.0	48.0	24.0	28.0	22.0	46.0
Total Split (%)	20%	23%	17%	40%	20%	23%	18%	38%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 85 (71%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 31: Fry Rd & Clay Rd



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	24.0	28.0	20.0	48.0	24.0	28.0	22.0	46.0
Total Split (%)	20%	23%	17%	40%	20%	23%	18%	38%
Maximum Green (s)	18.0	22.0	14.0	42.0	18.0	22.0	16.0	40.0
Yellow Time (s)	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
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.7	4.0	1.7	3.0	1.7	4.0	1.7	3.0
Minimum Gap (s)	1.7	4.0	1.7	3.0	1.7	4.0	1.7	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
90th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
70th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
50th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
30th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	0.0	114.0	0.0	0.0	0.0	114.0
10th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 85 (71%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings

101: Fry Rd & US 290 EBFR

MD 120
09/06/2022

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	26.0	31.0	32.0	26.0	31.0	32.0	31.0	31.0
Total Split (%)	22%	26%	27%	22%	26%	27%	26%	26%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Act Effect Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Natural Cycle: 75								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 44.2%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 101: Fry Rd & US 290 EBFR

#1 Ø1 26 s	#1 Ø2 31 s	#1 Ø4 (R) 32 s	#1 Ø12 31 s
#101 Ø5 26 s	#101 Ø6 31 s	#101 Ø8 (R) 32 s	#101 Ø16 31 s

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	26.0	31.0	32.0	26.0	31.0	32.0	31.0	31.0
Total Split (%)	22%	26%	27%	22%	26%	27%	26%	26%
Maximum Green (s)	20.0	25.0	26.0	20.0	25.0	26.0	25.0	25.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	25.0	83.0	0.0	25.0	83.0	0.0	0.0
90th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
70th %ile Green (s)	0.0	25.0	83.0	0.0	25.0	83.0	0.0	0.0
70th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
50th %ile Green (s)	0.0	25.0	83.0	0.0	25.0	83.0	0.0	0.0
50th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
30th %ile Green (s)	0.0	25.0	83.0	0.0	25.0	83.0	0.0	0.0
30th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
10th %ile Green (s)	0.0	25.0	83.0	0.0	25.0	83.0	0.0	0.0
10th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings

1: Fry Rd & US 290 WBFR

PM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	39.0	38.0	34.0	39.0	38.0	39.0	39.0
Total Split (%)	23%	26%	25%	23%	26%	25%	26%	26%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Natural Cycle: 75								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 44.2%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 1: Fry Rd & US 290 WBFR

#1 Ø1	#1 Ø2	#1 Ø4 (R)	#1 Ø12
34 s	39 s	38 s	39 s
#101 Ø5	#101 Ø6	#101 Ø8 (R)	#101 Ø16
34 s	39 s	38 s	39 s

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	39.0	38.0	34.0	39.0	38.0	39.0	39.0
Total Split (%)	23%	26%	25%	23%	26%	25%	26%	26%
Maximum Green (s)	28.0	33.0	32.0	28.0	33.0	32.0	33.0	33.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	33.0	105.0	0.0	33.0	105.0	0.0	0.0
90th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
70th %ile Green (s)	0.0	33.0	105.0	0.0	33.0	105.0	0.0	0.0
70th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
50th %ile Green (s)	0.0	33.0	105.0	0.0	33.0	105.0	0.0	0.0
50th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
30th %ile Green (s)	0.0	33.0	105.0	0.0	33.0	105.0	0.0	0.0
30th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
10th %ile Green (s)	0.0	33.0	105.0	0.0	33.0	105.0	0.0	0.0
10th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Control Type: Actuated-Coordinated								

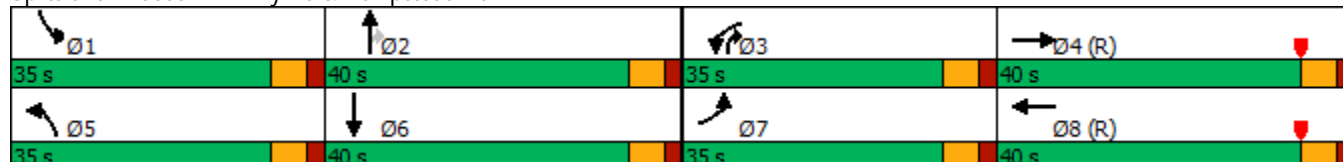
Timings

2: Fry Rd & Hempstead Rd

PM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	7.0	14.0	7.0	13.0	7.0	14.0	7.0	13.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	35.0	40.0	35.0	40.0	35.0	40.0	35.0	40.0
Total Split (%)	23%	27%	23%	27%	23%	27%	23%	27%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	C-Max
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 2: Fry Rd & Hempstead Rd





















Phasings
2: Fry Rd & Hempstead Rd

PM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	7.0	14.0	7.0	13.0	7.0	14.0	7.0	13.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	35.0	40.0	35.0	40.0	35.0	40.0	35.0	40.0
Total Split (%)	23%	27%	23%	27%	23%	27%	23%	27%
Maximum Green (s)	29.0	34.0	29.0	34.0	29.0	34.0	29.0	34.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	34.0	0.0	104.0	0.0	34.0	0.0	104.0
90th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
70th %ile Green (s)	0.0	34.0	0.0	104.0	0.0	34.0	0.0	104.0
70th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
50th %ile Green (s)	0.0	34.0	0.0	104.0	0.0	34.0	0.0	104.0
50th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
30th %ile Green (s)	0.0	34.0	0.0	104.0	0.0	34.0	0.0	104.0
30th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
10th %ile Green (s)	0.0	34.0	0.0	104.0	0.0	34.0	0.0	104.0
10th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 3: Fry Rd & Mound Rd

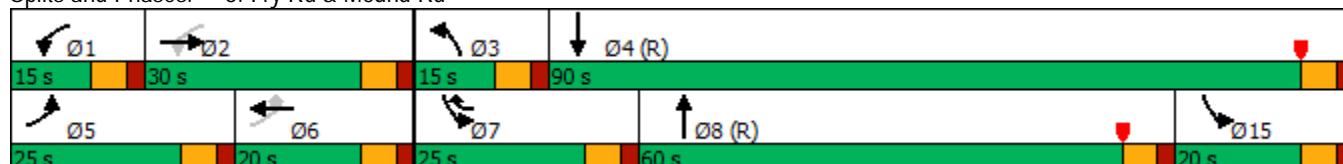
PM 150
09/06/2022

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø15
Lane Configurations										
Traffic Volume (vph)	192	123	34	83	429	32	847	316	1364	
Future Volume (vph)	192	123	34	83	429	32	847	316	1364	
Turn Type	D.P+P	NA	D.P+P	NA	custom	Prot	NA	Prot	NA	
Protected Phases	5	2	1	6	7	3	8	7 15	4	15
Permitted Phases	6		2		6					
Detector Phase	5	2	1	6	7	3	8	7 15	4	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	14.0		14.0	5.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	15.0	20.0		20.0	15.0
Total Split (s)	25.0	30.0	15.0	20.0	25.0	15.0	60.0		90.0	20.0
Total Split (%)	16.7%	20.0%	10.0%	13.3%	16.7%	10.0%	40.0%		60.0%	13%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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		6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	None	None	None	None	None	None	C-Max		C-Max	None
Act Effect Green (s)	27.8	23.2	29.0	10.8	32.9	7.1	62.0	30.2	95.7	
Actuated g/C Ratio	0.19	0.15	0.19	0.07	0.22	0.05	0.41	0.20	0.64	
v/c Ratio	0.67	0.39	0.15	0.63	0.78	0.39	0.61	0.90	0.71	
Control Delay	61.9	31.7	45.2	87.8	30.6	67.8	45.2	62.7	22.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	61.9	31.7	45.2	87.8	30.6	67.8	45.2	62.7	22.3	
LOS	E	C	D	F	C	E	D	E	C	
Approach Delay		45.4		40.3			45.9		29.1	
Approach LOS		D		D			D		C	

Intersection Summary

Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 44 (29%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 36.6	Intersection LOS: D
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Fry Rd & Mound Rd



Phasings
3: Fry Rd & Mound Rd

PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø15
Protected Phases	5	2	1	6	7	3	8	7 15	4	15
Permitted Phases	6		2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	14.0		14.0	5.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	15.0	20.0		20.0	15.0
Total Split (s)	25.0	30.0	15.0	20.0	25.0	15.0	60.0		90.0	20.0
Total Split (%)	16.7%	20.0%	10.0%	13.3%	16.7%	10.0%	40.0%		60.0%	13%
Maximum Green (s)	19.0	24.0	9.0	14.0	19.0	9.0	54.0		84.0	14.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.5		3.5	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.5		3.5	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Max		C-Max	None
Walk Time (s)										
Flash Dont Walk (s)										
Pedestrian Calls (#/hr)										
90th %ile Green (s)	19.0	24.0	9.0	14.0	19.0	9.0	54.0		84.0	14.0
90th %ile Term Code	Max	Hold	Max	Max	Max	Max	Coord		Coord	Max
70th %ile Green (s)	19.0	24.4	7.6	13.0	19.0	8.4	55.0		85.6	14.0
70th %ile Term Code	Max	Hold	Gap	Gap	Max	Gap	Coord		Coord	Max
50th %ile Green (s)	18.6	23.0	6.7	11.1	18.1	7.1	58.2		89.2	14.0
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap	Coord		Coord	Max
30th %ile Green (s)	16.2	19.7	5.7	9.2	14.3	0.0	66.3		106.6	14.0
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Skip	Coord		Coord	Max
10th %ile Green (s)	12.6	25.1	0.0	6.5	10.4	0.0	76.5		112.9	14.0
10th %ile Term Code	Gap	Hold	Skip	Gap	Gap	Skip	Coord		Coord	Max

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 44 (29%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Control Type: Actuated-Coordinated

Timings 4: Fry Rd & Sunny Springs Ln

PM 150
09/06/2022

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	8	29	875	49	1570
Future Volume (vph)	8	29	875	49	1570
Turn Type	Prot	Perm	NA	D.P+P	NA
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Detector Phase	6	6	8	7	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	115.0	15.0	130.0
Total Split (%)	13.3%	13.3%	76.7%	10.0%	86.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max
Act Effect Green (s)	5.8	5.8	126.7	129.6	135.6
Actuated g/C Ratio	0.04	0.04	0.84	0.86	0.90
v/c Ratio	0.13	0.35	0.32	0.11	0.53
Control Delay	73.1	31.8	3.9	1.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	31.8	3.9	1.0	1.1
LOS	E	C	A	A	A
Approach Delay	40.8		3.9		1.1
Approach LOS	D		A		A

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 12 (8%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 2.7
Intersection Capacity Utilization 57.6%
Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service B

Splits and Phases: 4: Fry Rd & Sunny Springs Ln



Phasings
4: Fry Rd & Sunny Springs Ln















PM 150
09/06/2022



Lane Group	WBL	WBR	NBT	SBL	SBT
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Minimum Initial (s)	5.0	5.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	115.0	15.0	130.0
Total Split (%)	13.3%	13.3%	76.7%	10.0%	86.7%
Maximum Green (s)	14.0	14.0	109.0	9.0	124.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Vehicle Extension (s)	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	C-Max
Walk Time (s)					
Flash Dont Walk (s)					
Pedestrian Calls (#/hr)					
90th %ile Green (s)	7.9	7.9	118.5	5.6	130.1
90th %ile Term Code	Gap	Gap	Coord	Gap	Coord
70th %ile Green (s)	5.9	5.9	120.9	5.2	132.1
70th %ile Term Code	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	5.2	5.2	121.8	5.0	132.8
50th %ile Term Code	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	5.0	5.0	122.2	4.8	133.0
30th %ile Term Code	Min	Min	Coord	Gap	Coord
10th %ile Green (s)	0.0	0.0	144.0	0.0	144.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Coord
Intersection Summary					
Cycle Length: 150					
Actuated Cycle Length: 150					
Offset: 12 (8%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow					
Control Type: Actuated-Coordinated					

Timings 5: Fry Rd & Wheaton Crest Ln/Durango Falls Ln

PM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	1	4	1	74	841	15	1414
Future Volume (vph)	31	1	4	1	74	841	15	1414
Turn Type	Perm	NA	Perm	NA	D.P+P	NA	D.P+P	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2	2	6	6	4		8	
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	15.0	115.0	15.0	115.0
Total Split (%)	13.3%	13.3%	13.3%	13.3%	10.0%	76.7%	10.0%	76.7%
Yellow Time (s)	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
Lost Time Adjust (s)		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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		6.8		6.8	125.2	126.8	128.8	119.8
Actuated g/C Ratio		0.05		0.05	0.83	0.85	0.86	0.80
v/c Ratio		0.54		0.13	0.32	0.31	0.03	0.58
Control Delay		37.5		38.9	5.9	6.4	0.5	2.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		37.5		38.9	5.9	6.4	0.5	2.3
LOS		D		D	A	A	A	A
Approach Delay		37.5		38.9		6.4		2.3
Approach LOS		D		D		A		A

Intersection Summary

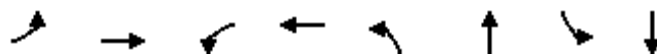
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 56 (37%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 5.3
Intersection Capacity Utilization 69.3%
Analysis Period (min) 15

Splits and Phases: 5: Fry Rd & Wheaton Crest Ln/Durango Falls Ln

		
Ø2	Ø3	Ø4 (R)
20 s	15 s	115 s
		
Ø6	Ø7	Ø8 (R)
20 s	15 s	115 s

Phasings
5: Fry Rd & Wheaton Crest Ln/Durango Falls Ln

PM 150
09/06/2022





















Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2	2	6	6	4		8	
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	15.0	115.0	15.0	115.0
Total Split (%)	13.3%	13.3%	13.3%	13.3%	10.0%	76.7%	10.0%	76.7%
Maximum Green (s)	14.0	14.0	14.0	14.0	9.0	109.0	9.0	109.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	9.9	9.9	9.9	9.9	6.3	117.1	5.0	115.8
90th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
70th %ile Green (s)	7.8	7.8	7.8	7.8	5.7	119.5	4.7	118.5
70th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
50th %ile Green (s)	6.4	6.4	6.4	6.4	5.3	131.6	0.0	120.3
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Skip	Coord
30th %ile Green (s)	5.0	5.0	5.0	5.0	5.0	133.0	0.0	122.0
30th %ile Term Code	Min	Min	Hold	Hold	Gap	Coord	Skip	Coord
10th %ile Green (s)	5.0	5.0	5.0	5.0	4.7	133.0	0.0	122.3
10th %ile Term Code	Min	Min	Hold	Hold	Gap	Coord	Skip	Coord

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 56 (37%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow
 Control Type: Actuated-Coordinated

Timings 6: Fry Rd & N Bridgeland Lake Pkwy

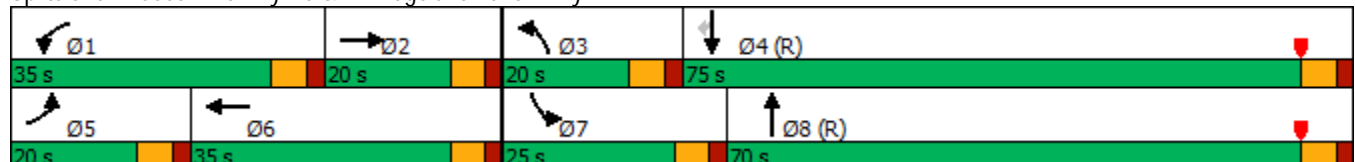
PM 150
09/06/2022

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	104	104	231	195	85	802	147	1193	148
Future Volume (vph)	104	104	231	195	85	802	147	1193	148
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	20.0
Total Split (s)	20.0	20.0	35.0	35.0	20.0	70.0	25.0	75.0	75.0
Total Split (%)	13.3%	13.3%	23.3%	23.3%	13.3%	46.7%	16.7%	50.0%	50.0%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effect Green (s)	12.1	10.2	23.4	21.6	11.2	76.4	15.9	81.2	81.2
Actuated g/C Ratio	0.08	0.07	0.16	0.14	0.07	0.51	0.11	0.54	0.54
v/c Ratio	0.74	0.62	0.84	0.56	0.66	0.58	0.79	0.63	0.16
Control Delay	96.0	46.3	86.7	52.1	80.9	31.8	108.0	13.2	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.0	46.3	86.7	52.1	80.9	31.8	108.0	13.2	1.3
LOS	F	D	F	D	F	C	F	B	A
Approach Delay		64.1		67.3		35.6		21.3	
Approach LOS		E		E		D		C	

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 82 (55%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 36.7
 Intersection LOS: D
 Intersection Capacity Utilization 76.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 6: Fry Rd & N Bridgeland Lake Pkwy



Phasings
6: Fry Rd & N Bridgeland Lake Pkwy

PM 150
09/06/2022



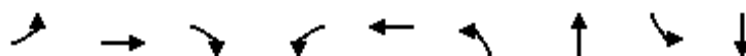
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	20.0
Total Split (s)	20.0	20.0	35.0	35.0	20.0	70.0	25.0	75.0	75.0
Total Split (%)	13.3%	13.3%	23.3%	23.3%	13.3%	46.7%	16.7%	50.0%	50.0%
Maximum Green (s)	14.0	14.0	29.0	29.0	14.0	64.0	19.0	69.0	69.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	14.0	14.0	29.0	29.0	14.0	64.0	19.0	69.0	69.0
90th %ile Term Code	Max	Max	Max	Hold	Max	Coord	Max	Coord	Coord
70th %ile Green (s)	14.0	11.9	27.3	25.2	13.7	67.8	19.0	73.1	73.1
70th %ile Term Code	Max	Gap	Gap	Hold	Gap	Coord	Max	Coord	Coord
50th %ile Green (s)	13.3	10.3	24.1	21.1	11.7	74.7	16.9	79.9	79.9
50th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord	Coord
30th %ile Green (s)	11.1	8.7	20.8	18.4	9.6	82.2	14.3	86.9	86.9
30th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord	Coord
10th %ile Green (s)	8.0	6.3	16.0	14.3	6.8	93.2	10.5	96.9	96.9
10th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord	Coord
Intersection Summary									
Cycle Length: 150									
Actuated Cycle Length: 150									
Offset: 82 (55%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Control Type: Actuated-Coordinated									

Timings

7: Fry Rd & Lakeland Village Center Blvd /Warner Smith Blvd

PM 150

09/06/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↰	↑	↱	↰	↑↓	↰	↑↓	↰	↑↓
Traffic Volume (vph)	34	8	27	218	58	27	933	54	1201
Future Volume (vph)	34	8	27	218	58	27	933	54	1201
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	20.0	35.0	40.0	15.0	75.0	20.0	80.0
Total Split (%)	10.0%	13.3%	13.3%	23.3%	26.7%	10.0%	50.0%	13.3%	53.3%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	7.2	5.5	5.5	24.0	20.1	6.8	93.1	10.2	98.4
Actuated g/C Ratio	0.05	0.04	0.04	0.16	0.13	0.05	0.62	0.07	0.66
v/c Ratio	0.43	0.13	0.14	0.82	0.32	0.36	0.54	0.47	0.58
Control Delay	84.0	73.6	1.4	83.0	23.1	87.8	14.1	98.6	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.0	73.6	1.4	83.0	23.1	87.8	14.1	98.6	9.9
LOS	F	E	A	F	C	F	B	F	A
Approach Delay		50.4			57.8		15.9		13.6
Approach LOS		D			E		B		B

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 112 (75%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 21.1

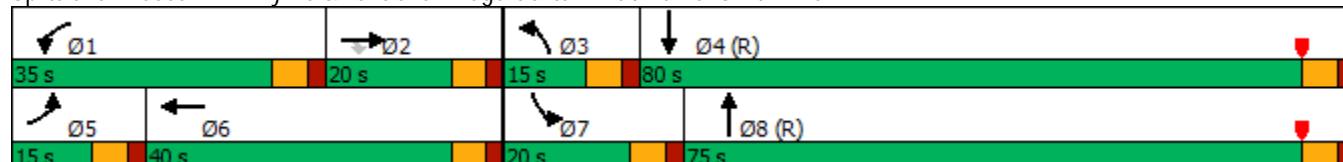
Intersection LOS: C

Intersection Capacity Utilization 74.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: Fry Rd & Lakeland Village Center Blvd /Warner Smith Blvd

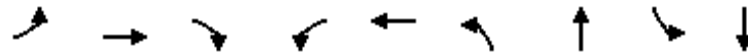


Phasings

7: Fry Rd & Lakeland Village Center Blvd /Warner Smith Blvd

PM 150













09/06/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	20.0	35.0	40.0	15.0	75.0	20.0	80.0
Total Split (%)	10.0%	13.3%	13.3%	23.3%	26.7%	10.0%	50.0%	13.3%	53.3%
Maximum Green (s)	9.0	14.0	14.0	29.0	34.0	9.0	69.0	14.0	74.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	9.0	6.7	6.7	29.0	26.7	9.0	76.3	14.0	81.3
90th %ile Term Code	Max	Gap	Gap	Max	Hold	Max	Coord	Max	Coord
70th %ile Green (s)	8.7	5.8	5.8	28.0	25.1	8.0	80.4	11.8	84.2
70th %ile Term Code	Gap	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
50th %ile Green (s)	7.5	5.2	5.2	24.8	22.5	6.9	85.8	10.2	89.1
50th %ile Term Code	Gap	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	6.2	0.0	0.0	21.6	9.4	0.0	101.8	8.6	116.4
30th %ile Term Code	Gap	Skip	Skip	Gap	Hold	Skip	Coord	Gap	Coord
10th %ile Green (s)	0.0	0.0	0.0	16.8	16.8	0.0	121.2	0.0	121.2
10th %ile Term Code	Skip	Skip	Skip	Gap	Hold	Skip	Coord	Skip	Coord
Intersection Summary									
Cycle Length: 150									
Actuated Cycle Length: 150									
Offset: 112 (75%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Control Type: Actuated-Coordinated									

Timings 8: Fry Rd & Bridgeland Creek Pkwy





PM 150
09/06/2022

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	295	266	255	882	1148	326
Future Volume (vph)	295	266	255	882	1148	326
Turn Type	Prot	Perm	D.P+P	NA	NA	Perm
Protected Phases	2		3	8	4	
Permitted Phases		2	4			4
Detector Phase	2	2	3	8	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	3.0	12.0	12.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0	20.0	20.0
Total Split (s)	45.0	45.0	35.0	105.0	70.0	70.0
Total Split (%)	30.0%	30.0%	23.3%	70.0%	46.7%	46.7%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	30.8	30.8	101.2	107.2	80.8	80.8
Actuated g/C Ratio	0.21	0.21	0.67	0.71	0.54	0.54
v/c Ratio	0.84	0.51	0.68	0.36	0.62	0.36
Control Delay	76.6	8.2	36.5	2.2	16.0	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.6	8.2	36.5	2.2	16.0	3.0
LOS	E	A	D	A	B	A
Approach Delay	44.2			9.9	13.1	
Approach LOS	D			A	B	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 17.4
Intersection Capacity Utilization 77.2%
Analysis Period (min) 15

Splits and Phases: 8: Fry Rd & Bridgeland Creek Pkwy

		
Ø2	Ø3	Ø4 (R)
45 s	35 s	70 s
		
	Ø8 (R)	
	105 s	

Phasings
8: Fry Rd & Bridgeland Creek Pkwy

PM 150
09/06/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2		3	8	4	
Permitted Phases		2	4			4
Minimum Initial (s)	5.0	5.0	3.0	12.0	12.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0	20.0	20.0
Total Split (s)	45.0	45.0	35.0	105.0	70.0	70.0
Total Split (%)	30.0%	30.0%	23.3%	70.0%	46.7%	46.7%
Maximum Green (s)	39.0	39.0	29.0	99.0	64.0	64.0
Yellow Time (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	4.0	4.0	4.0
Minimum Gap (s)	3.0	3.0	2.0	4.0	4.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	39.0	39.0	28.8	99.0	64.2	64.2
90th %ile Term Code	Max	Max	Gap	Coord	Coord	Coord
70th %ile Green (s)	34.7	34.7	24.0	103.3	73.3	73.3
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
50th %ile Green (s)	31.1	31.1	20.6	106.9	80.3	80.3
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
30th %ile Green (s)	27.3	27.3	17.0	110.7	87.7	87.7
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
10th %ile Green (s)	21.8	21.8	11.9	116.2	98.3	98.3
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
Intersection Summary						
Cycle Length: 150						
Actuated Cycle Length: 150						
Offset: 124 (83%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings 9: Fry Rd & Brazos Sage Dr

PM 150
09/06/2022

	↖	↗	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↖	↗	↑↑	↘	↑↑
Traffic Volume (vph)	20	61	1076	47	1367
Future Volume (vph)	20	61	1076	47	1367
Turn Type	Prot	Perm	NA	D.P+P	NA
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Detector Phase	6	6	8	7	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	115.0	15.0	130.0
Total Split (%)	13.3%	13.3%	76.7%	10.0%	86.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max
Act Effect Green (s)	7.4	7.4	125.2	128.1	134.1
Actuated g/C Ratio	0.05	0.05	0.83	0.85	0.89
v/c Ratio	0.23	0.46	0.39	0.12	0.44
Control Delay	74.0	25.6	1.4	1.1	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	25.6	1.4	1.1	1.2
LOS	E	C	A	A	A
Approach Delay	37.4		1.4		1.2
Approach LOS	D		A		A

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 132 (88%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 2.4
Intersection Capacity Utilization 53.2%
Analysis Period (min) 15

Splits and Phases: 9: Fry Rd & Brazos Sage Dr



Phasings
9: Fry Rd & Brazos Sage Dr

PM 150
09/06/2022



Lane Group	WBL	WBR	NBT	SBL	SBT
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Minimum Initial (s)	5.0	5.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	115.0	15.0	130.0
Total Split (%)	13.3%	13.3%	76.7%	10.0%	86.7%
Maximum Green (s)	14.0	14.0	109.0	9.0	124.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	4.0	2.0	4.0
Minimum Gap (s)	3.0	3.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	C-Max
Walk Time (s)					
Flash Dont Walk (s)					
Pedestrian Calls (#/hr)					
90th %ile Green (s)	10.2	10.2	116.1	5.7	127.8
90th %ile Term Code	Gap	Gap	Coord	Gap	Coord
70th %ile Green (s)	8.1	8.1	118.7	5.2	129.9
70th %ile Term Code	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	7.1	7.1	119.9	5.0	130.9
50th %ile Term Code	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	6.1	6.1	121.1	4.8	131.9
30th %ile Term Code	Gap	Gap	Coord	Gap	Coord
10th %ile Green (s)	0.0	0.0	144.0	0.0	144.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Coord
Intersection Summary					
Cycle Length: 150					
Actuated Cycle Length: 150					
Offset: 132 (88%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow					
Control Type: Actuated-Coordinated					

Timings 10: Fry Rd & Cypress Plaza Pkwy

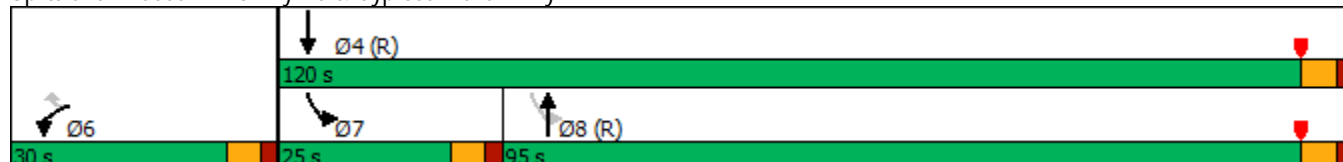
PM 150
09/06/2022

	↖	↗	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↖	↗	↕	↖	↕
Traffic Volume (vph)	75	143	1006	243	1160
Future Volume (vph)	75	143	1006	243	1160
Turn Type	Prot	Perm	NA	D.P+P	NA
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Detector Phase	6	6	8	7	4
Switch Phase					
Minimum Initial (s)	3.0	3.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	95.0	25.0	120.0
Total Split (%)	20.0%	20.0%	63.3%	16.7%	80.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max
Act Effect Green (s)	12.2	12.2	108.5	119.8	125.8
Actuated g/C Ratio	0.08	0.08	0.72	0.80	0.84
v/c Ratio	0.57	0.57	0.46	0.63	0.42
Control Delay	80.7	17.4	3.7	18.9	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	80.7	17.4	3.7	18.9	5.0
LOS	F	B	A	B	A
Approach Delay	39.2		3.7		7.4
Approach LOS	D		A		A

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 74 (49%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 8.5
Intersection Capacity Utilization 62.8%
Analysis Period (min) 15

Splits and Phases: 10: Fry Rd & Cypress Plaza Pkwy



Phasings
10: Fry Rd & Cypress Plaza Pkwy

PM 150
09/06/2022

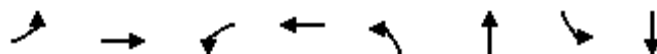


Lane Group	WBL	WBR	NBT	SBL	SBT
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Minimum Initial (s)	3.0	3.0	12.0	3.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	95.0	25.0	120.0
Total Split (%)	20.0%	20.0%	63.3%	16.7%	80.0%
Maximum Green (s)	24.0	24.0	89.0	19.0	114.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	4.0	2.0	4.0
Minimum Gap (s)	3.0	3.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	C-Max
Walk Time (s)					
Flash Dont Walk (s)					
Pedestrian Calls (#/hr)					
90th %ile Green (s)	17.0	17.0	96.5	18.5	121.0
90th %ile Term Code	Gap	Gap	Coord	Gap	Coord
70th %ile Green (s)	14.1	14.1	104.2	13.7	123.9
70th %ile Term Code	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	12.2	12.2	109.6	10.2	125.8
50th %ile Term Code	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	10.3	10.3	114.1	7.6	127.7
30th %ile Term Code	Gap	Gap	Coord	Gap	Coord
10th %ile Green (s)	7.4	7.4	118.2	6.4	130.6
10th %ile Term Code	Gap	Gap	Coord	Gap	Coord
Intersection Summary					
Cycle Length: 150					
Actuated Cycle Length: 150					
Offset: 74 (49%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow					
Control Type: Actuated-Coordinated					

Timings

11: Fry Rd & Tuckerton Rd

PM 150
09/06/2022



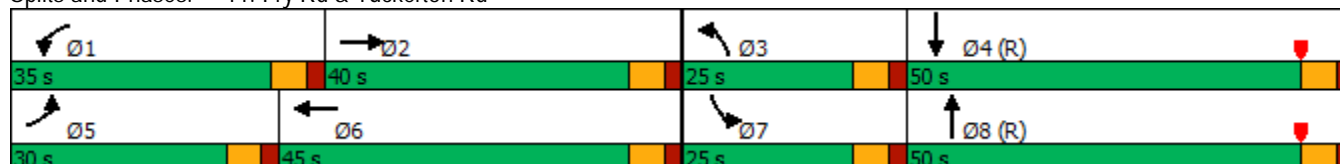
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	190	362	299	384	198	746	144	844
Future Volume (vph)	190	362	299	384	198	746	144	844
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	8.0	5.0	8.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	40.0	35.0	45.0	25.0	50.0	25.0	50.0
Total Split (%)	20.0%	26.7%	23.3%	30.0%	16.7%	33.3%	16.7%	33.3%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	19.8	29.8	27.6	37.6	19.4	52.8	15.8	49.2
Actuated g/C Ratio	0.13	0.20	0.18	0.25	0.13	0.35	0.11	0.33
v/c Ratio	0.82	0.86	0.93	0.57	0.88	0.75	0.78	0.84
Control Delay	89.8	59.2	94.3	49.4	116.9	30.4	120.6	34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.8	59.2	94.3	49.4	116.9	30.4	120.6	34.1
LOS	F	E	F	D	F	C	F	C
Approach Delay		66.2		66.3		45.9		45.4
Approach LOS		E		E		D		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 54.4
 Intersection Capacity Utilization 93.4%
 Analysis Period (min) 15

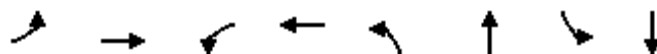
Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 11: Fry Rd & Tuckerton Rd



Phasings
11: Fry Rd & Tuckerton Rd

















PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Minimum Initial (s)	5.0	8.0	5.0	8.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	40.0	35.0	45.0	25.0	50.0	25.0	50.0
Total Split (%)	20.0%	26.7%	23.3%	30.0%	16.7%	33.3%	16.7%	33.3%
Maximum Green (s)	24.0	34.0	29.0	39.0	19.0	44.0	19.0	44.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	24.0	34.0	29.0	39.0	19.0	44.0	19.0	44.0
90th %ile Term Code	Max	Max	Max	Hold	Max	Coord	Max	Coord
70th %ile Green (s)	23.5	33.7	29.0	39.2	19.3	44.1	19.2	44.0
70th %ile Term Code	Gap	Gap	Max	Hold	Max	Coord	Gap	Coord
50th %ile Green (s)	20.6	30.8	29.0	39.2	22.2	49.6	16.6	44.0
50th %ile Term Code	Gap	Gap	Max	Hold	Max	Coord	Gap	Coord
30th %ile Green (s)	17.6	27.8	28.1	38.3	20.4	56.1	14.0	49.7
30th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
10th %ile Green (s)	13.3	22.7	22.8	32.2	16.0	70.3	10.2	64.5
10th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 20 (13%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 12: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr









PM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	22	6	63	5	22	923	169	1185
Future Volume (vph)	22	6	63	5	22	923	169	1185
Turn Type	D.P+P	NA	D.P+P	NA	D.P+P	NA	D.P+P	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	6		2		4		8	
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	15.0	85.0	25.0	95.0
Total Split (%)	13.3%	13.3%	13.3%	13.3%	10.0%	56.7%	16.7%	63.3%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	13.3	6.1	13.3	9.0	117.5	107.2	115.1	114.4
Actuated g/C Ratio	0.09	0.04	0.09	0.06	0.78	0.71	0.77	0.76
v/c Ratio	0.17	0.20	0.43	0.42	0.07	0.39	0.39	0.46
Control Delay	57.9	33.2	67.0	16.4	1.7	2.4	4.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	33.2	67.0	16.4	1.7	2.4	4.4	3.4
LOS	E	C	E	B	A	A	A	A
Approach Delay		43.8		33.9		2.4		3.5
Approach LOS		D		C		A		A

Intersection Summary

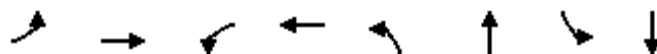
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 131 (87%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 6.0
Intersection Capacity Utilization 61.9%
Analysis Period (min) 15

Splits and Phases: 12: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr

			
Ø1	Ø2	Ø3	Ø4 (R)
20 s	20 s	15 s	95 s
			
Ø5	Ø6	Ø7	Ø8 (R)
20 s	20 s	25 s	85 s

Phasings
12: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr

PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	6		2		4		8	
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	15.0	85.0	25.0	95.0
Total Split (%)	13.3%	13.3%	13.3%	13.3%	10.0%	56.7%	16.7%	63.3%
Maximum Green (s)	14.0	14.0	14.0	14.0	9.0	79.0	19.0	89.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	8.1	7.4	13.0	12.3	5.6	94.7	10.9	100.0
90th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
70th %ile Green (s)	6.9	6.4	10.9	10.4	5.1	99.6	9.1	103.6
70th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
50th %ile Green (s)	6.1	5.7	9.3	8.9	4.9	103.0	8.0	106.1
50th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	0.0	0.0	8.1	8.1	0.0	117.8	6.1	129.9
30th %ile Term Code	Skip	Skip	Gap	Hold	Skip	Coord	Gap	Coord
10th %ile Green (s)	0.0	5.5	0.0	5.5	0.0	121.1	5.4	132.5
10th %ile Term Code	Skip	Hold	Skip	Gap	Skip	Coord	Gap	Coord

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 131 (87%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow
 Control Type: Actuated-Coordinated

Timings 13: Fry Rd & Miramesa Town Center

PM 150
09/06/2022

	→	↘	←	↖	↙	↑	↘	↓		
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	Ø1	Ø5
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗		
Traffic Volume (vph)	2	8	0	19	18	918	35	1219		
Future Volume (vph)	2	8	0	19	18	918	35	1219		
Turn Type	NA	Perm	NA	Perm	D.P+P	NA	D.P+P	NA		
Protected Phases	2		6		3	8	7	4	1	5
Permitted Phases		2		6	4		8			
Detector Phase	2	2	6	6	3	8	7	4		
Switch Phase										
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	12.0	3.0	12.0	3.0	3.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0	15.0	15.0
Total Split (s)	20.0	20.0	20.0	20.0	15.0	100.0	15.0	100.0	15.0	15.0
Total Split (%)	13.3%	13.3%	13.3%	13.3%	10.0%	66.7%	10.0%	66.7%	10%	10%
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	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	None	None
Act Effect Green (s)	0.0	12.1	0.0	12.1	124.4	120.3	123.2	122.7		
Actuated g/C Ratio	0.00	0.08	0.00	0.08	0.83	0.80	0.82	0.82		
v/c Ratio	no cap	0.04	no cap	0.09	0.06	0.34	0.08	0.44		
Control Delay		0.2		0.7	0.7	2.5	2.0	3.1		
Queue Delay		0.0		0.0	0.0	0.1	0.0	0.0		
Total Delay	Error	0.2	Error	0.7	0.7	2.7	2.0	3.1		
LOS	F	A	F	A	A	A	A	A		
Approach Delay	Err		Err			2.6		3.1		
Approach LOS	F		F			A		A		

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 144 (96%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay: Err

Intersection LOS: F

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 13: Fry Rd & Miramesa Town Center

Ø1	Ø2	Ø3	Ø4 (R)
15 s	20 s	15 s	100 s
Ø5	Ø6	Ø7	Ø8 (R)
15 s	20 s	15 s	100 s

Phasings
13: Fry Rd & Miramesa Town Center

PM 150
09/06/2022



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	Ø1	Ø5
Protected Phases	2		6		3	8	7	4	1	5
Permitted Phases		2		6	4		8			
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	12.0	3.0	12.0	3.0	3.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0	15.0	15.0
Total Split (s)	20.0	20.0	20.0	20.0	15.0	100.0	15.0	100.0	15.0	15.0
Total Split (%)	13.3%	13.3%	13.3%	13.3%	10.0%	66.7%	10.0%	66.7%	10%	10%
Maximum Green (s)	14.0	14.0	14.0	14.0	9.0	94.0	9.0	94.0	9.0	9.0
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
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	None	None
Walk Time (s)										
Flash Dont Walk (s)										
Pedestrian Calls (#/hr)										
90th %ile Green (s)	14.0	14.0	14.0	14.0	5.1	112.4	5.6	112.9	0.0	0.0
90th %ile Term Code	Max	Max	Max	Max	Gap	Coord	Gap	Coord	Skip	Skip
70th %ile Green (s)	14.0	14.0	14.0	14.0	4.9	112.8	5.2	113.1	0.0	0.0
70th %ile Term Code	Max	Max	Max	Max	Gap	Coord	Gap	Coord	Skip	Skip
50th %ile Green (s)	14.0	14.0	14.0	14.0	4.7	113.0	5.0	113.3	0.0	0.0
50th %ile Term Code	Max	Max	Max	Max	Gap	Coord	Gap	Coord	Skip	Skip
30th %ile Green (s)	14.0	14.0	14.0	14.0	0.0	113.2	4.8	124.0	0.0	0.0
30th %ile Term Code	Hold	Hold	Max	Max	Skip	Coord	Gap	Coord	Skip	Skip
10th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	144.0	0.0	144.0	0.0	0.0
10th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Coord	Skip	Coord	Skip	Skip

Intersection Summary

Cycle Length: 150

















Actuated Cycle Length: 150

Offset: 144 (96%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow

Control Type: Actuated-Coordinated

Timings 14: Fry Rd & West Rd

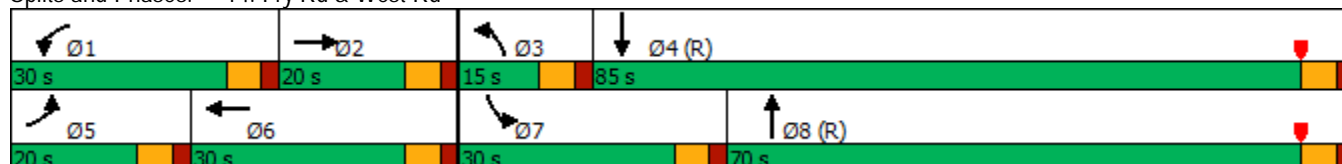
PM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	9	181	7	25	834	160	1077
Future Volume (vph)	11	9	181	7	25	834	160	1077
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	30.0	30.0	15.0	70.0	30.0	85.0
Total Split (%)	13.3%	13.3%	20.0%	20.0%	10.0%	46.7%	20.0%	56.7%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	5.6	5.3	20.4	22.2	6.7	85.7	19.0	102.5
Actuated g/C Ratio	0.04	0.04	0.14	0.15	0.04	0.57	0.13	0.68
v/c Ratio	0.18	0.14	0.80	0.22	0.33	0.53	0.75	0.47
Control Delay	75.5	49.9	85.7	11.6	84.6	13.7	77.6	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	49.9	85.7	11.6	84.6	13.7	77.6	15.1
LOS	E	D	F	B	F	B	E	B
Approach Delay		60.5		56.7		15.4		23.1
Approach LOS		E		E		B		C

Intersection Summary

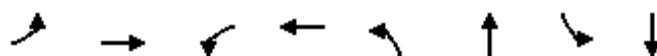
Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 96 (64%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 24.4
 Intersection LOS: C
 Intersection Capacity Utilization 68.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Fry Rd & West Rd



Phasings
14: Fry Rd & West Rd

















PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	30.0	30.0	15.0	70.0	30.0	85.0
Total Split (%)	13.3%	13.3%	20.0%	20.0%	10.0%	46.7%	20.0%	56.7%
Maximum Green (s)	14.0	14.0	24.0	24.0	9.0	64.0	24.0	79.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Minimum Gap (s)	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	7.3	6.0	24.0	22.7	9.0	72.0	24.0	87.0
90th %ile Term Code	Gap	Gap	Max	Hold	Max	Coord	Max	Coord
70th %ile Green (s)	6.2	5.4	24.0	23.2	7.7	74.4	22.2	88.9
70th %ile Term Code	Gap	Gap	Max	Hold	Gap	Coord	Gap	Coord
50th %ile Green (s)	0.0	5.0	21.4	32.4	6.6	80.1	19.5	93.0
50th %ile Term Code	Skip	Min	Gap	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	0.0	0.0	18.4	18.4	0.0	96.9	16.7	119.6
30th %ile Term Code	Skip	Skip	Gap	Hold	Skip	Coord	Gap	Coord
10th %ile Green (s)	0.0	0.0	14.1	14.1	0.0	105.2	12.7	123.9
10th %ile Term Code	Skip	Skip	Gap	Hold	Skip	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 96 (64%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 15: Fry Rd & Morrison Grove Dr

PM 150
09/06/2022

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	76	0	48	2	0	60	968	27	1170
Future Volume (vph)	76	0	48	2	0	60	968	27	1170
Turn Type	Perm	NA	Perm	Perm	NA	D.P+P	NA	D.P+P	NA
Protected Phases		2			6	3	8	7	4
Permitted Phases	2		2	6		4		8	
Detector Phase	2	2	2	6	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	15.0	110.0	15.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%
Yellow Time (s)	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
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	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		13.5	13.5		13.5	119.7	117.7	120.9	115.1
Actuated g/C Ratio		0.09	0.09		0.09	0.80	0.78	0.81	0.77
v/c Ratio		0.62	0.24		0.02	0.18	0.36	0.06	0.46
Control Delay		85.3	10.0		0.2	6.1	14.1	1.1	3.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		85.3	10.0		0.2	6.1	14.1	1.1	3.8
LOS		F	A		A	A	B	A	A
Approach Delay		56.3			0.3		13.7		3.7
Approach LOS		E			A		B		A

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 136 (91%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 10.7

Intersection LOS: B

Intersection Capacity Utilization 60.8%

ICU Level of Service B

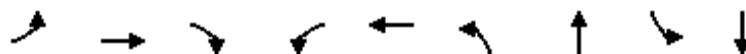
Analysis Period (min) 15

Splits and Phases: 15: Fry Rd & Morrison Grove Dr



Phasings
15: Fry Rd & Morrison Grove Dr

PM 150
09/06/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2			6	3	8	7	4
Permitted Phases	2		2	6		4		8	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	15.0	110.0	15.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	10.0%	73.3%	10.0%	73.3%
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0	9.0	104.0	9.0	104.0
Yellow Time (s)	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
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	19.0	19.0	19.0	19.0	19.0	6.5	107.4	5.6	106.5
90th %ile Term Code	Max	Max	Max	Hold	Hold	Gap	Coord	Gap	Coord
70th %ile Green (s)	16.0	16.0	16.0	16.0	16.0	5.8	110.9	5.1	110.2
70th %ile Term Code	Gap	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
50th %ile Green (s)	13.6	13.6	13.6	13.6	13.6	5.4	113.4	5.0	113.0
50th %ile Term Code	Gap	Gap	Gap	Hold	Hold	Gap	Coord	Min	Coord
30th %ile Green (s)	11.2	11.2	11.2	11.2	11.2	5.0	126.8	0.0	115.8
30th %ile Term Code	Gap	Gap	Gap	Hold	Hold	Min	Coord	Skip	Coord
10th %ile Green (s)	7.9	7.9	7.9	7.9	7.9	0.0	130.1	0.0	130.1
10th %ile Term Code	Gap	Gap	Gap	Hold	Hold	Skip	Coord	Skip	Coord

Intersection Summary

Cycle Length: 150

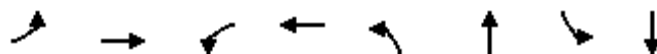
Actuated Cycle Length: 150

Offset: 136 (91%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow

Control Type: Actuated-Coordinated

Timings 16: Fry Rd & Chilton Bluff Blvd/Maricopa Ridge Dr

PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔↔	↔	↔↔
Traffic Volume (vph)	71	6	40	3	48	894	77	1012
Future Volume (vph)	71	6	40	3	48	894	77	1012
Turn Type	Perm	NA	Perm	NA	D.P+P	NA	D.P+P	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	5.0	8.0	5.0	8.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	15.0	105.0	15.0	105.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	10.0%	70.0%	10.0%	70.0%
Yellow Time (s)	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
Lost Time Adjust (s)		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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		11.3		11.3	121.9	115.0	120.7	117.6
Actuated g/C Ratio		0.08		0.08	0.81	0.77	0.80	0.78
v/c Ratio		0.50		0.44	0.13	0.36	0.17	0.43
Control Delay		54.5		32.6	2.7	4.5	1.9	6.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		54.5		32.6	2.7	4.5	1.9	6.9
LOS		D		C	A	A	A	A
Approach Delay		54.5		32.6		4.4		6.6
Approach LOS		D		C		A		A

Intersection Summary

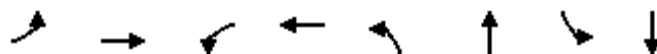
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 40 (27%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 9.0
Intersection Capacity Utilization 62.0%
Analysis Period (min) 15

Splits and Phases: 16: Fry Rd & Chilton Bluff Blvd/Maricopa Ridge Dr

↔ Ø2	↔ Ø3	↔ Ø4 (R)
30 s	15 s	105 s
↔ Ø6	↔ Ø7	↔ Ø8 (R)
30 s	15 s	105 s

Phasings
16: Fry Rd & Chilton Bluff Blvd/Maricopa Ridge Dr

PM 150
09/06/2022





















Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6		4		8	
Minimum Initial (s)	8.0	8.0	8.0	8.0	5.0	8.0	5.0	8.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	15.0	105.0	15.0	105.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	10.0%	70.0%	10.0%	70.0%
Maximum Green (s)	24.0	24.0	24.0	24.0	9.0	99.0	9.0	99.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	4.0	4.0	4.0	4.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	15.1	15.1	15.1	15.1	6.0	110.2	6.7	110.9
90th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
70th %ile Green (s)	12.8	12.8	12.8	12.8	5.4	113.2	6.0	113.8
70th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
50th %ile Green (s)	11.1	11.1	11.1	11.1	5.1	115.4	5.5	115.8
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	9.5	9.5	9.5	9.5	5.0	117.3	5.2	117.5
30th %ile Term Code	Gap	Gap	Hold	Hold	Min	Coord	Gap	Coord
10th %ile Green (s)	8.0	8.0	8.0	8.0	0.0	119.0	5.0	130.0
10th %ile Term Code	Min	Min	Min	Min	Skip	Coord	Min	Coord

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 40 (27%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow
 Control Type: Actuated-Coordinated

Timings 17: Fry Rd & Longenbaugh Rd

PM 150
09/06/2022

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	66	110	332	63	43	628	340	307	807
Future Volume (vph)	66	110	332	63	43	628	340	307	807
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	12.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	35.0	35.0	15.0	60.0	60.0	35.0	80.0
Total Split (%)	13.3%	13.3%	23.3%	23.3%	10.0%	40.0%	40.0%	23.3%	53.3%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	10.2	10.0	19.5	19.3	8.6	78.1	78.1	18.3	90.3
Actuated g/C Ratio	0.07	0.07	0.13	0.13	0.06	0.52	0.52	0.12	0.60
v/c Ratio	0.59	0.66	0.80	0.53	0.46	0.37	0.37	0.79	0.47
Control Delay	86.7	54.9	76.9	16.2	83.6	27.4	9.8	77.2	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.7	54.9	76.9	16.2	83.6	27.4	9.8	77.2	15.7
LOS	F	D	E	B	F	C	A	E	B
Approach Delay		63.6		47.2		23.8			31.2
Approach LOS		E		D		C			C

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 148 (99%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 34.7

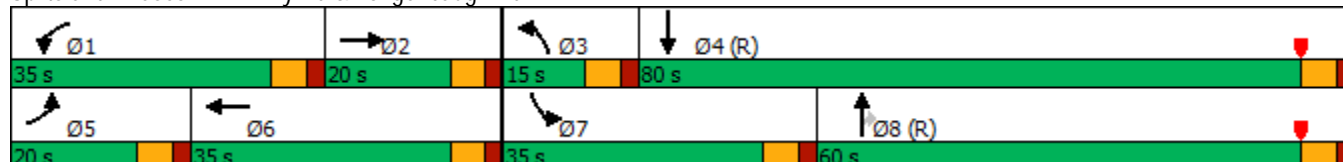
Intersection LOS: C

Intersection Capacity Utilization 65.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 17: Fry Rd & Longenbaugh Rd



Phasings
17: Fry Rd & Longenbaugh Rd

















PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	12.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	35.0	35.0	15.0	60.0	60.0	35.0	80.0
Total Split (%)	13.3%	13.3%	23.3%	23.3%	10.0%	40.0%	40.0%	23.3%	53.3%
Maximum Green (s)	14.0	14.0	29.0	29.0	9.0	54.0	54.0	29.0	74.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	4.0	4.0	1.5	4.0
Minimum Gap (s)	2.0	2.0	1.5	2.0	2.0	4.0	4.0	1.5	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	14.0	13.9	24.7	24.6	11.9	64.1	64.1	23.3	75.5
90th %ile Term Code	Max	Gap	Gap	Hold	Gap	Coord	Coord	Gap	Coord
70th %ile Green (s)	12.2	11.6	21.7	21.1	9.7	72.3	72.3	20.4	83.0
70th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Coord	Gap	Coord
50th %ile Green (s)	10.4	10.0	19.5	19.1	8.3	78.2	78.2	18.3	88.2
50th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Coord	Gap	Coord
30th %ile Green (s)	8.6	8.4	17.4	17.2	6.9	83.9	83.9	16.3	93.3
30th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Coord	Gap	Coord
10th %ile Green (s)	6.0	6.1	14.3	14.4	0.0	92.2	92.2	13.4	111.6
10th %ile Term Code	Min	Gap	Gap	Hold	Skip	Coord	Coord	Gap	Coord
Intersection Summary									
Cycle Length: 150									
Actuated Cycle Length: 150									
Offset: 148 (99%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Control Type: Actuated-Coordinated									

Timings 18: Fry Rd & Rustic Lake Ln

PM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	54	71	34	35	830	128	1063
Future Volume (vph)	63	54	71	34	35	830	128	1063
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	35.0	35.0	35.0	35.0	15.0	90.0	25.0	100.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	10.0%	60.0%	16.7%	66.7%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	13.4	13.4	13.4	13.4	7.3	103.6	15.0	113.5
Actuated g/C Ratio	0.09	0.09	0.09	0.09	0.05	0.69	0.10	0.76
v/c Ratio	0.77	0.58	0.78	0.55	0.42	0.40	0.75	0.42
Control Delay	115.2	61.1	112.3	37.4	78.5	9.2	85.6	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.2	61.1	112.3	37.4	78.5	9.2	85.6	5.2
LOS	F	E	F	D	E	A	F	A
Approach Delay		81.9		66.3		11.7		13.6
Approach LOS		F		E		B		B

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 78 (52%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 21.1

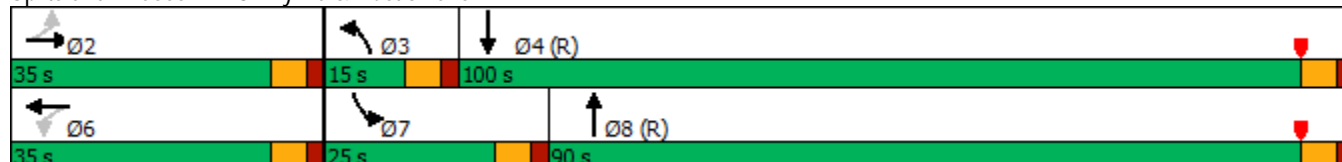
Intersection LOS: C

Intersection Capacity Utilization 60.2%

ICU Level of Service B

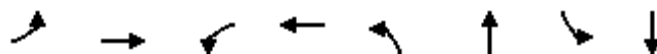
Analysis Period (min) 15

Splits and Phases: 18: Fry Rd & Rustic Lake Ln



Phasings
18: Fry Rd & Rustic Lake Ln

















PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	35.0	35.0	35.0	35.0	15.0	90.0	25.0	100.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	10.0%	60.0%	16.7%	66.7%
Maximum Green (s)	29.0	29.0	29.0	29.0	9.0	84.0	19.0	94.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	20.0	20.0	20.0	20.0	9.0	93.0	19.0	103.0
90th %ile Term Code	Hold	Hold	Gap	Gap	Max	Coord	Max	Coord
70th %ile Green (s)	16.0	16.0	16.0	16.0	8.7	98.0	18.0	107.3
70th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	13.4	13.4	13.4	13.4	7.5	103.1	15.5	111.1
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	10.7	10.7	10.7	10.7	6.2	108.3	13.0	115.1
30th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
10th %ile Green (s)	6.8	6.8	6.8	6.8	0.0	115.7	9.5	131.2
10th %ile Term Code	Hold	Hold	Gap	Gap	Skip	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 78 (52%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 19: Fry Rd & Tealbrook Dr

PM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	126	11	21	10	87	868	37	1001
Future Volume (vph)	126	11	21	10	87	868	37	1001
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	105.0	15.0	100.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	13.3%	70.0%	10.0%	66.7%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	18.2	18.2	18.2	18.2	11.4	108.6	7.3	102.4
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.08	0.72	0.05	0.68
v/c Ratio	0.79	0.28	0.14	0.15	0.68	0.36	0.45	0.49
Control Delay	94.4	19.9	58.3	27.6	91.2	9.2	86.2	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.4	19.9	58.3	27.6	91.2	9.2	86.2	10.5
LOS	F	B	E	C	F	A	F	B
Approach Delay		68.7		39.7		16.6		13.0
Approach LOS		E		D		B		B

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 94 (63%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 19.5

Intersection LOS: B

Intersection Capacity Utilization 65.1%

ICU Level of Service C

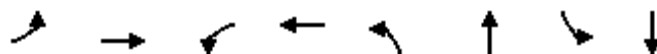
Analysis Period (min) 15

Splits and Phases: 19: Fry Rd & Tealbrook Dr



Phasings
19: Fry Rd & Tealbrook Dr

PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	105.0	15.0	100.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	13.3%	70.0%	10.0%	66.7%
Maximum Green (s)	24.0	24.0	24.0	24.0	14.0	99.0	9.0	94.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	24.0	24.0	24.0	24.0	14.0	99.0	9.0	94.0
90th %ile Term Code	Max	Max	Hold	Hold	Max	Coord	Max	Coord
70th %ile Green (s)	21.8	21.8	21.8	21.8	14.0	101.2	9.0	96.2
70th %ile Term Code	Gap	Gap	Hold	Hold	Max	Coord	Max	Coord
50th %ile Green (s)	18.7	18.7	18.7	18.7	12.1	105.6	7.7	101.2
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	15.5	15.5	15.5	15.5	10.0	110.1	6.4	106.5
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
10th %ile Green (s)	10.9	10.9	10.9	10.9	7.0	127.1	0.0	114.1
10th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Skip	Coord

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 94 (63%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

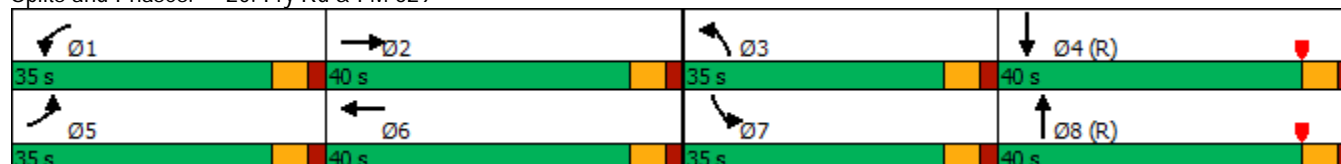
Control Type: Actuated-Coordinated

Timings 20: Fry Rd & FM 529

PM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	35.0	40.0	35.0	40.0	35.0	40.0	35.0	40.0
Total Split (%)	23%	27%	23%	27%	23%	27%	23%	27%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								











Splits and Phases: 20: Fry Rd & FM 529



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	35.0	40.0	35.0	40.0	35.0	40.0	35.0	40.0
Total Split (%)	23%	27%	23%	27%	23%	27%	23%	27%
Maximum Green (s)	29.0	34.0	29.0	34.0	29.0	34.0	29.0	34.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	0.0	0.0	144.0	0.0	0.0	0.0	144.0
90th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	0.0	144.0	0.0	0.0	0.0	144.0
70th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	0.0	144.0	0.0	0.0	0.0	144.0
50th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	0.0	144.0	0.0	0.0	0.0	144.0
30th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	0.0	144.0	0.0	0.0	0.0	144.0
10th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings
21: Fry Rd & High Stone Ln

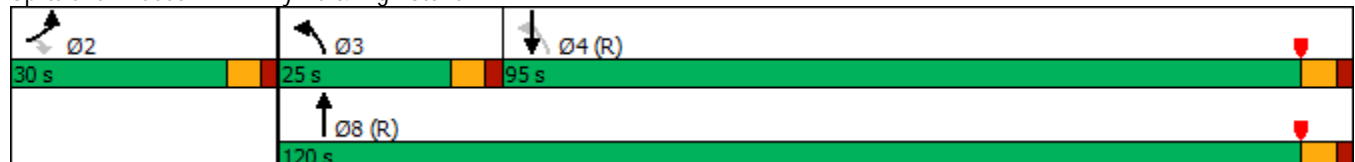
PM 150
09/06/2022

					
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	98	76	127	930	1150
Future Volume (vph)	98	76	127	930	1150
Turn Type	Prot	Perm	D.P+P	NA	NA
Protected Phases	2		3	8	4
Permitted Phases		2	4		
Detector Phase	2	2	3	8	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	3.0	7.0	7.0
Minimum Split (s)	20.0	20.0	15.0	20.0	20.0
Total Split (s)	30.0	30.0	25.0	120.0	95.0
Total Split (%)	20.0%	20.0%	16.7%	80.0%	63.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	13.2	13.2	118.8	124.8	111.9
Actuated g/C Ratio	0.09	0.09	0.79	0.83	0.75
v/c Ratio	0.67	0.38	0.42	0.34	0.50
Control Delay	86.2	17.0	10.9	7.7	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	86.2	17.0	10.9	7.7	9.0
LOS	F	B	B	A	A
Approach Delay	55.9			8.1	9.0
Approach LOS	E			A	A

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 11.9
 Intersection LOS: B
 Intersection Capacity Utilization 62.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 21: Fry Rd & High Stone Ln



Phasings
21: Fry Rd & High Stone Ln

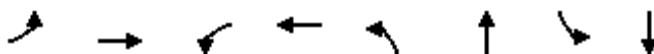
PM 150
09/06/2022



Lane Group	EBL	EBR	NBL	NBT	SBT
Protected Phases	2		3	8	4
Permitted Phases		2	4		
Minimum Initial (s)	5.0	5.0	3.0	7.0	7.0
Minimum Split (s)	20.0	20.0	15.0	20.0	20.0
Total Split (s)	30.0	30.0	25.0	120.0	95.0
Total Split (%)	20.0%	20.0%	16.7%	80.0%	63.3%
Maximum Green (s)	24.0	24.0	19.0	114.0	89.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Vehicle Extension (s)	2.0	2.0	2.0	4.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	4.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	C-Max
Walk Time (s)					
Flash Dont Walk (s)					
Pedestrian Calls (#/hr)					
90th %ile Green (s)	18.6	18.6	9.5	119.4	103.9
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord
70th %ile Green (s)	15.4	15.4	7.3	122.6	109.3
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord
50th %ile Green (s)	13.2	13.2	6.5	124.8	112.3
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord
30th %ile Green (s)	11.0	11.0	5.9	127.0	115.1
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord
10th %ile Green (s)	7.8	7.8	5.2	130.2	119.0
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord
Intersection Summary					
Cycle Length: 150					
Actuated Cycle Length: 150					
Offset: 20 (13%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow					
Control Type: Actuated-Coordinated					

Timings 22: Fry Rd & Highland Creek Ranch Dr/Arbor Creek Dr

PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔↔	↔	↔↔
Traffic Volume (vph)	20	2	87	3	35	954	60	1167
Future Volume (vph)	20	2	87	3	35	954	60	1167
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	14.0	5.0	14.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	15.0	105.0	20.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	70.0%	13.3%	73.3%
Yellow Time (s)	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
Lost Time Adjust (s)		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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	Max	Max	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		19.0		19.0	7.2	105.6	9.7	107.9
Actuated g/C Ratio		0.13		0.13	0.05	0.70	0.06	0.72
v/c Ratio		0.15		0.38	0.43	0.46	0.55	0.49
Control Delay		31.6		46.2	77.7	12.7	75.2	17.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		31.6		46.2	77.7	12.7	75.2	17.0
LOS		C		D	E	B	E	B
Approach Delay		31.6		46.2		14.8		19.8
Approach LOS		C		D		B		B

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 90 (60%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 19.2

Intersection LOS: B

Intersection Capacity Utilization 62.9%

ICU Level of Service B

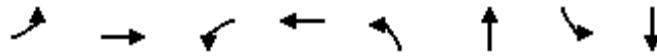
Analysis Period (min) 15

Splits and Phases: 22: Fry Rd & Highland Creek Ranch Dr/Arbor Creek Dr



Phasings
22: Fry Rd & Highland Creek Ranch Dr/Arbor Creek Dr

PM 150
09/06/2022



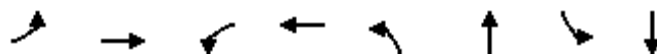
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	14.0	5.0	14.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	15.0	105.0	20.0	110.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	70.0%	13.3%	73.3%
Maximum Green (s)	19.0	19.0	19.0	19.0	9.0	99.0	14.0	104.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	19.0	19.0	19.0	19.0	9.0	99.1	13.9	104.0
90th %ile Term Code	MaxR	MaxR	Hold	Hold	Max	Coord	Gap	Coord
70th %ile Green (s)	19.0	19.0	19.0	19.0	8.7	101.6	11.4	104.3
70th %ile Term Code	MaxR	MaxR	Hold	Hold	Gap	Coord	Gap	Coord
50th %ile Green (s)	19.0	19.0	19.0	19.0	7.5	103.3	9.7	105.5
50th %ile Term Code	MaxR	MaxR	Hold	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	19.0	19.0	19.0	19.0	6.2	104.9	8.1	106.8
30th %ile Term Code	MaxR	MaxR	Hold	Hold	Gap	Coord	Gap	Coord
10th %ile Green (s)	19.0	19.0	19.0	19.0	0.0	119.0	0.0	119.0
10th %ile Term Code	MaxR	MaxR	Hold	Hold	Skip	Coord	Skip	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 90 (60%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings

23: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr

PM 150

09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔↔	↔	↔↔
Traffic Volume (vph)	58	28	26	30	97	992	33	1124
Future Volume (vph)	58	28	26	30	97	992	33	1124
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	8.0	5.0	8.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	20.0	20.0	20.0	90.0	15.0	85.0
Total Split (%)	16.7%	16.7%	13.3%	13.3%	13.3%	60.0%	10.0%	56.7%
Yellow Time (s)	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
Lost Time Adjust (s)		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
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		10.6		9.9	11.8	100.5	7.2	93.6
Actuated g/C Ratio		0.07		0.07	0.08	0.67	0.05	0.62
v/c Ratio		0.68		0.63	0.73	0.46	0.40	0.56
Control Delay		41.7		46.9	77.4	16.7	80.8	16.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		41.7		46.9	77.4	16.7	80.8	16.2
LOS		D		D	E	B	F	B
Approach Delay		41.7		46.9		21.9		18.0
Approach LOS		D		D		C		B

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 62 (41%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 22.7

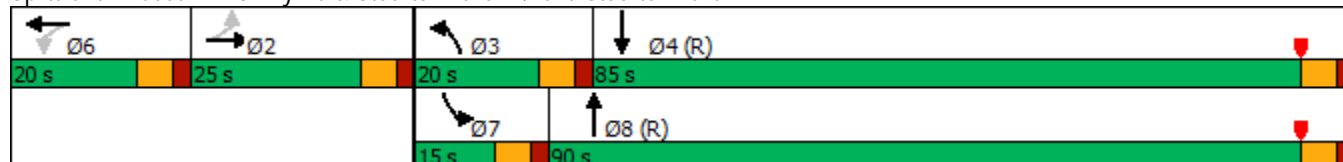
Intersection LOS: C

Intersection Capacity Utilization 68.1%

ICU Level of Service C

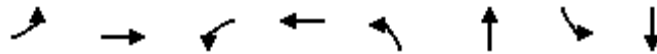
Analysis Period (min) 15

Splits and Phases: 23: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr



Phasings
23: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr

PM 150
09/06/2022



















Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	8.0	5.0	8.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	20.0	20.0	20.0	90.0	15.0	85.0
Total Split (%)	16.7%	16.7%	13.3%	13.3%	13.3%	60.0%	10.0%	56.7%
Maximum Green (s)	19.0	19.0	14.0	14.0	14.0	84.0	9.0	79.0
Yellow Time (s)	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
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	15.8	15.8	14.0	14.0	14.0	87.2	9.0	82.2
90th %ile Term Code	Gap	Gap	Max	Max	Max	Coord	Max	Coord
70th %ile Green (s)	12.7	12.7	12.3	12.3	14.0	92.5	8.5	87.0
70th %ile Term Code	Gap	Gap	Gap	Gap	Max	Coord	Gap	Coord
50th %ile Green (s)	10.6	10.6	10.0	10.0	12.9	98.1	7.3	92.5
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	8.5	8.5	7.7	7.7	10.7	103.8	6.0	99.1
30th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Coord	Gap	Coord
10th %ile Green (s)	5.5	5.5	5.5	5.5	7.6	121.0	0.0	107.4
10th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Coord	Skip	Coord

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 62 (41%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Control Type: Actuated-Coordinated

Timings 24: Fry Rd & W Little York Rd

PM 150
09/06/2022

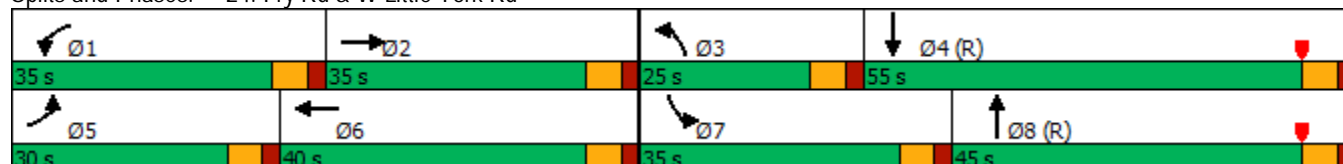
								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	219	351	259	355	164	678	254	816
Future Volume (vph)	219	351	259	355	164	678	254	816
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	7.0	3.0	7.0	3.0	7.0	5.0	7.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	35.0	35.0	40.0	25.0	45.0	35.0	55.0
Total Split (%)	20.0%	23.3%	23.3%	26.7%	16.7%	30.0%	23.3%	36.7%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	21.9	26.1	25.8	30.0	17.2	48.6	25.5	56.9
Actuated g/C Ratio	0.15	0.17	0.17	0.20	0.11	0.32	0.17	0.38
v/c Ratio	0.88	0.80	0.89	0.81	0.84	0.73	0.88	0.72
Control Delay	94.8	66.1	89.5	58.8	106.6	29.1	87.4	45.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.8	66.1	89.5	58.8	106.6	29.1	87.4	45.7
LOS	F	E	F	E	F	C	F	D
Approach Delay		75.2		68.5		42.4		54.7
Approach LOS		E		E		D		D

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 58 (39%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 58.5
Intersection Capacity Utilization 85.2%
Analysis Period (min) 15

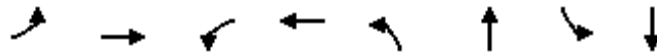
Intersection LOS: E
ICU Level of Service E

Splits and Phases: 24: Fry Rd & W Little York Rd



Phasings
24: Fry Rd & W Little York Rd

















PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Minimum Initial (s)	3.0	7.0	3.0	7.0	3.0	7.0	5.0	7.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	35.0	35.0	40.0	25.0	45.0	35.0	55.0
Total Split (%)	20.0%	23.3%	23.3%	26.7%	16.7%	30.0%	23.3%	36.7%
Maximum Green (s)	24.0	29.0	29.0	34.0	19.0	39.0	29.0	49.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	24.0	29.0	29.0	34.0	19.0	39.0	29.0	49.0
90th %ile Term Code	Max	Max	Max	Max	Max	Coord	Max	Coord
70th %ile Green (s)	24.0	29.0	29.0	34.0	19.0	39.0	29.0	49.0
70th %ile Term Code	Max	Max	Max	Max	Max	Coord	Max	Coord
50th %ile Green (s)	24.0	27.3	27.7	31.0	19.0	43.8	27.2	52.0
50th %ile Term Code	Max	Gap	Gap	Hold	Max	Coord	Gap	Coord
30th %ile Green (s)	21.1	24.5	24.3	27.7	16.5	53.5	23.7	60.7
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Coord	Gap	Coord
10th %ile Green (s)	16.5	20.5	19.2	23.2	12.5	67.6	18.7	73.8
10th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 58 (39%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings
25: Fry Rd & Plantation Grove Trl

PM 150
09/06/2022

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	1	1	143	0	60	1	1079	66	1210
Future Volume (vph)	1	1	143	0	60	1	1079	66	1210
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		2		6		3	8	7	4
Permitted Phases	2		6		6				
Detector Phase	2	2	6	6	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	15.0	95.0	20.0	100.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	10.0%	63.3%	13.3%	66.7%
Yellow Time (s)	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
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	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		20.0		20.0	20.0	4.7	104.3	10.0	115.8
Actuated g/C Ratio		0.13		0.13	0.13	0.03	0.70	0.07	0.77
v/c Ratio		0.02		0.79	0.23	0.02	0.55	0.58	0.46
Control Delay		38.6		89.2	12.6	106.0	2.9	65.8	9.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.6		89.2	12.6	106.0	2.9	65.8	9.9
LOS		D		F	B	F	A	E	A
Approach Delay		38.6		66.5			3.0		12.8
Approach LOS		D		E			A		B

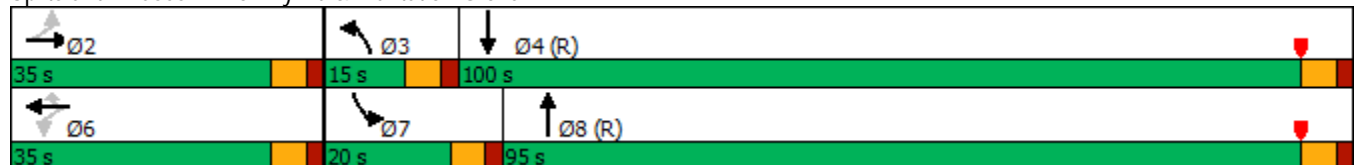
Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 56 (37%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 12.2
 Intersection Capacity Utilization 69.3%
 Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 25: Fry Rd & Plantation Grove Trl



Phasings
25: Fry Rd & Plantation Grove Trl

















PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Protected Phases		2		6		3	8	7	4
Permitted Phases	2		6		6				
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	15.0	95.0	20.0	100.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	10.0%	63.3%	13.3%	66.7%
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	9.0	89.0	14.0	94.0
Yellow Time (s)	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
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	28.0	28.0	28.0	28.0	28.0	5.0	90.0	14.0	99.0
90th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap	Coord	Max	Coord
70th %ile Green (s)	23.3	23.3	23.3	23.3	23.3	0.0	96.8	11.9	114.7
70th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Skip	Coord	Gap	Coord
50th %ile Green (s)	20.1	20.1	20.1	20.1	20.1	0.0	101.8	10.1	117.9
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Skip	Coord	Gap	Coord
30th %ile Green (s)	16.8	16.8	16.8	16.8	16.8	0.0	106.8	8.4	121.2
30th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Skip	Coord	Gap	Coord
10th %ile Green (s)	12.0	12.0	12.0	12.0	12.0	0.0	126.0	0.0	126.0
10th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Skip	Coord	Skip	Coord
Intersection Summary									
Cycle Length: 150									
Actuated Cycle Length: 150									
Offset: 56 (37%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Control Type: Actuated-Coordinated									

Timings
26: Fry Rd & Coldfield Dr

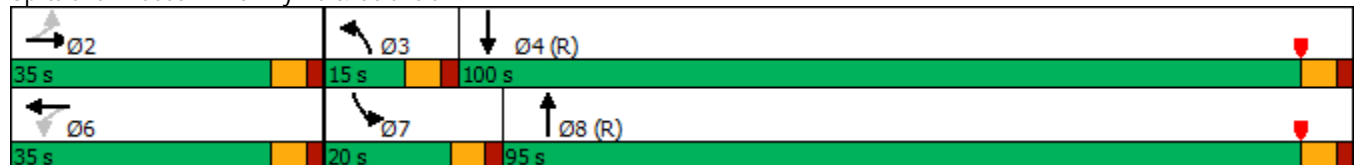
PM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	36	16	131	13	48	1246	75	1265
Future Volume (vph)	36	16	131	13	48	1246	75	1265
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	10.0	3.0	10.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	35.0	35.0	35.0	35.0	15.0	95.0	20.0	100.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	10.0%	63.3%	13.3%	66.7%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	20.4	20.4	20.4	20.4	7.8	100.9	10.7	106.0
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.05	0.67	0.07	0.71
v/c Ratio	0.23	0.14	0.75	0.32	0.56	0.63	0.63	0.54
Control Delay	58.4	32.1	84.9	17.6	90.0	15.1	86.0	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	32.1	84.9	17.6	90.0	15.1	86.0	21.3
LOS	E	C	F	B	F	B	F	C
Approach Delay		45.6		58.0		17.6		24.8
Approach LOS		D		E		B		C

Intersection Summary

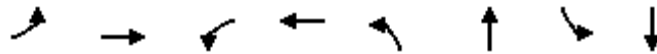
Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 44 (29%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 24.2
 Intersection Capacity Utilization 72.8%
 Analysis Period (min) 15

Splits and Phases: 26: Fry Rd & Coldfield Dr



Phasings
26: Fry Rd & Coldfield Dr















PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	10.0	3.0	10.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	35.0	35.0	35.0	35.0	15.0	95.0	20.0	100.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	10.0%	63.3%	13.3%	66.7%
Maximum Green (s)	29.0	29.0	29.0	29.0	9.0	89.0	14.0	94.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	28.3	28.3	28.3	28.3	9.0	89.7	14.0	94.7
90th %ile Term Code	Hold	Hold	Gap	Gap	Max	Coord	Max	Coord
70th %ile Green (s)	23.6	23.6	23.6	23.6	9.0	95.4	13.0	99.4
70th %ile Term Code	Hold	Hold	Gap	Gap	Max	Coord	Gap	Coord
50th %ile Green (s)	20.4	20.4	20.4	20.4	8.7	100.5	11.1	102.9
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	17.2	17.2	17.2	17.2	7.2	105.7	9.1	107.6
30th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
10th %ile Green (s)	12.4	12.4	12.4	12.4	0.0	113.2	6.4	125.6
10th %ile Term Code	Hold	Hold	Gap	Gap	Skip	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 44 (29%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 27: Fry Rd & Blackwater Dr

PM 150
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	113	3	74	13	70	1272	46	1207
Future Volume (vph)	113	3	74	13	70	1272	46	1207
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	105.0	15.0	100.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	13.3%	70.0%	10.0%	66.7%
Yellow Time (s)	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
Lost Time Adjust (s)		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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		12.2		12.2	10.2	114.3	7.6	109.6
Actuated g/C Ratio		0.08		0.08	0.07	0.76	0.05	0.73
v/c Ratio		0.71		0.56	0.59	0.49	0.52	0.54
Control Delay		60.9		61.7	64.6	15.0	93.0	4.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		60.9		61.7	64.6	15.0	93.0	4.6
LOS		E		E	E	B	F	A
Approach Delay		60.9		61.7		17.5		7.5
Approach LOS		E		E		B		A

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 50 (33%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 17.2
 Intersection Capacity Utilization 69.4%
 Analysis Period (min) 15

Intersection LOS: B

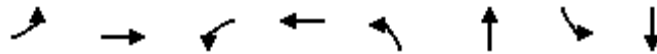
ICU Level of Service C

Splits and Phases: 27: Fry Rd & Blackwater Dr



Phasings
27: Fry Rd & Blackwater Dr

PM 150
09/06/2022



















Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	30.0	30.0	30.0	20.0	105.0	15.0	100.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	13.3%	70.0%	10.0%	66.7%
Maximum Green (s)	24.0	24.0	24.0	24.0	14.0	99.0	9.0	94.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	0.2	0.2	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	0.2	0.2	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	17.5	17.5	17.5	17.5	14.0	105.5	9.0	100.5
90th %ile Term Code	Gap	Gap	Hold	Hold	Max	Coord	Max	Coord
70th %ile Green (s)	14.4	14.4	14.4	14.4	12.2	108.6	9.0	105.4
70th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Max	Coord
50th %ile Green (s)	12.2	12.2	12.2	12.2	10.4	111.4	8.4	109.4
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
30th %ile Green (s)	10.0	10.0	10.0	10.0	8.6	115.1	6.9	113.4
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Coord
10th %ile Green (s)	6.9	6.9	6.9	6.9	6.0	131.1	0.0	119.1
10th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Coord	Skip	Coord

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 50 (33%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Control Type: Actuated-Coordinated

Timings
28: Fry Rd & Kieth Harrow Blvd

PM 150
09/06/2022

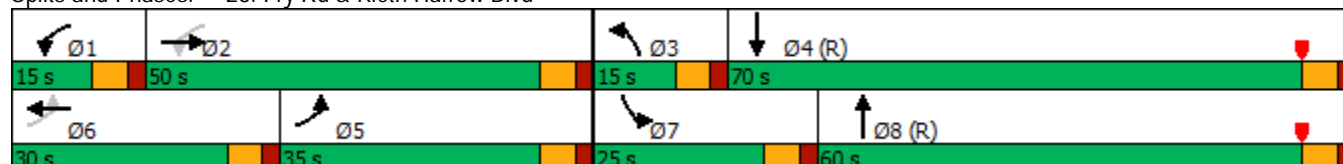
								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	269	192	99	221	60	967	149	946
Future Volume (vph)	269	192	99	221	60	967	149	946
Turn Type	D.P+P	NA	D.P+P	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	6		2					
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	35.0	50.0	15.0	30.0	15.0	60.0	25.0	70.0
Total Split (%)	23.3%	33.3%	10.0%	20.0%	10.0%	40.0%	16.7%	46.7%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	42.4	33.8	42.4	19.4	8.9	66.9	16.7	77.1
Actuated g/C Ratio	0.28	0.23	0.28	0.13	0.06	0.45	0.11	0.51
v/c Ratio	0.88	0.33	0.32	0.81	0.61	0.70	0.80	0.68
Control Delay	84.5	43.4	37.4	57.2	86.4	46.1	107.2	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.5	43.4	37.4	57.2	86.4	46.1	107.2	17.1
LOS	F	D	D	E	F	D	F	B
Approach Delay		64.8		53.3		48.3		27.5
Approach LOS		E		D		D		C

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 68 (45%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 43.6
 Intersection Capacity Utilization 84.5%
 Analysis Period (min) 15

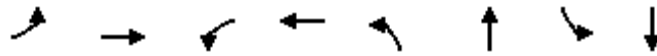
Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 28: Fry Rd & Kieth Harrow Blvd



Phasings
28: Fry Rd & Kieth Harrow Blvd

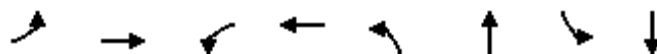
PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	6		2					
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	35.0	50.0	15.0	30.0	15.0	60.0	25.0	70.0
Total Split (%)	23.3%	33.3%	10.0%	20.0%	10.0%	40.0%	16.7%	46.7%
Maximum Green (s)	29.0	44.0	9.0	24.0	9.0	54.0	19.0	64.0
Yellow Time (s)	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
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	29.0	44.0	9.0	24.0	9.0	54.0	19.0	64.0
90th %ile Term Code	Max	Hold	Max	Max	Max	Coord	Max	Coord
70th %ile Green (s)	26.2	39.4	9.0	22.2	11.5	57.1	20.5	66.1
70th %ile Term Code	Gap	Hold	Max	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	23.4	34.1	9.0	19.7	9.9	65.1	17.8	73.0
50th %ile Term Code	Gap	Hold	Max	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	20.5	28.8	9.0	17.3	8.2	73.0	15.2	80.0
30th %ile Term Code	Gap	Hold	Max	Gap	Gap	Coord	Gap	Coord
10th %ile Green (s)	16.0	22.5	7.2	13.7	0.0	85.1	11.2	102.3
10th %ile Term Code	Gap	Hold	Gap	Gap	Skip	Coord	Gap	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 68 (45%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 29: Fry Rd & Windy Stone Dr

PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔↔	↔	↔↔
Traffic Volume (vph)	8	17	94	21	57	1085	39	1003
Future Volume (vph)	8	17	94	21	57	1085	39	1003
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	20.0	110.0	15.0	105.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	13.3%	73.3%	10.0%	70.0%
Yellow Time (s)	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
Lost Time Adjust (s)		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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)		12.0		12.0	9.4	114.8	7.4	112.9
Actuated g/C Ratio		0.08		0.08	0.06	0.77	0.05	0.75
v/c Ratio		0.32		0.89dl	0.54	0.48	0.47	0.41
Control Delay		24.6		76.5	76.6	7.6	98.4	1.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		24.6		76.5	76.6	7.6	98.4	1.8
LOS		C		E	E	A	F	A
Approach Delay		24.6		76.5		10.7		5.4
Approach LOS		C		E		B		A

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 112 (75%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 12.3

Intersection LOS: B

Intersection Capacity Utilization 64.4%

ICU Level of Service C

Analysis Period (min) 15

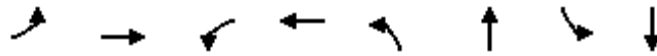
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 29: Fry Rd & Windy Stone Dr



Phasings
29: Fry Rd & Windy Stone Dr

PM 150
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	3.0	7.0	3.0	7.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	20.0	110.0	15.0	105.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	13.3%	73.3%	10.0%	70.0%
Maximum Green (s)	19.0	19.0	19.0	19.0	14.0	104.0	9.0	99.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	16.2	16.2	16.2	16.2	13.4	106.8	9.0	102.4
90th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Max	Coord
70th %ile Green (s)	13.7	13.7	13.7	13.7	11.1	109.3	9.0	107.2
70th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Max	Coord
50th %ile Green (s)	12.0	12.0	12.0	12.0	9.4	112.1	7.9	110.6
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	10.2	10.2	10.2	10.2	7.7	115.3	6.5	114.1
30th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Gap	Coord
10th %ile Green (s)	7.7	7.7	7.7	7.7	0.0	130.3	0.0	130.3
10th %ile Term Code	Hold	Hold	Gap	Gap	Skip	Coord	Skip	Coord
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 112 (75%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 30: Fry Rd & Windstone Manor Blvd

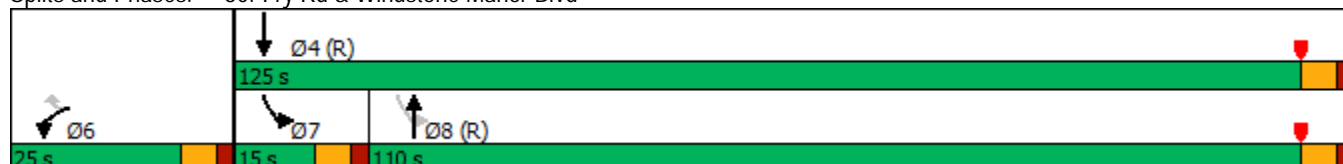
PM 150
09/06/2022

	↖	↗	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↖	↗	↑↑	↘	↑↑
Traffic Volume (vph)	62	77	1184	76	1088
Future Volume (vph)	62	77	1184	76	1088
Turn Type	Prot	Perm	NA	D.P+P	NA
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Detector Phase	6	6	8	7	4
Switch Phase					
Minimum Initial (s)	6.0	6.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	110.0	15.0	125.0
Total Split (%)	16.7%	16.7%	73.3%	10.0%	83.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max
Act Effect Green (s)	11.8	11.8	114.5	120.2	126.2
Actuated g/C Ratio	0.08	0.08	0.76	0.80	0.84
v/c Ratio	0.47	0.41	0.49	0.25	0.38
Control Delay	76.2	18.4	7.7	3.4	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	18.4	7.7	3.4	2.2
LOS	E	B	A	A	A
Approach Delay	44.1		7.7		2.3
Approach LOS	D		A		A

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 140 (93%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 7.2
Intersection Capacity Utilization 59.0%
Analysis Period (min) 15

Splits and Phases: 30: Fry Rd & Windstone Manor Blvd



Phasings
30: Fry Rd & Windstone Manor Blvd

PM 150
09/06/2022



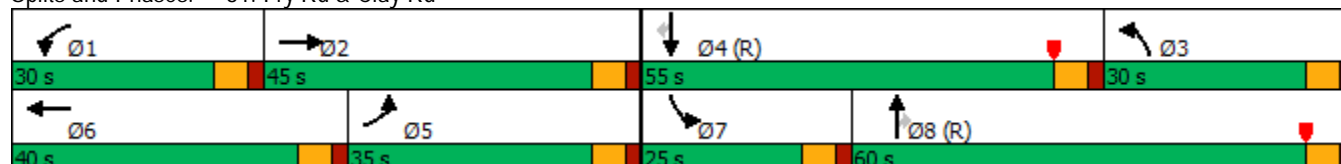
Lane Group	WBL	WBR	NBT	SBL	SBT
Protected Phases	6		8	7	4
Permitted Phases		6		8	
Minimum Initial (s)	6.0	6.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	15.0	20.0
Total Split (s)	25.0	25.0	110.0	15.0	125.0
Total Split (%)	16.7%	16.7%	73.3%	10.0%	83.3%
Maximum Green (s)	19.0	19.0	104.0	9.0	119.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	2.0	4.0
Minimum Gap (s)	4.0	4.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	C-Max
Walk Time (s)					
Flash Dont Walk (s)					
Pedestrian Calls (#/hr)					
90th %ile Green (s)	16.0	16.0	109.2	6.8	122.0
90th %ile Term Code	Gap	Gap	Coord	Gap	Coord
70th %ile Green (s)	13.6	13.6	112.4	6.0	124.4
70th %ile Term Code	Gap	Gap	Coord	Gap	Coord
50th %ile Green (s)	11.8	11.8	114.6	5.6	126.2
50th %ile Term Code	Gap	Gap	Coord	Gap	Coord
30th %ile Green (s)	10.1	10.1	116.7	5.2	127.9
30th %ile Term Code	Gap	Gap	Coord	Gap	Coord
10th %ile Green (s)	7.6	7.6	119.4	5.0	130.4
10th %ile Term Code	Gap	Gap	Coord	Min	Coord
Intersection Summary					
Cycle Length: 150					
Actuated Cycle Length: 150					
Offset: 140 (93%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow					
Control Type: Actuated-Coordinated					

Timings 31: Fry Rd & Clay Rd

PM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	45.0	30.0	55.0	35.0	40.0	25.0	60.0
Total Split (%)	19%	28%	19%	34%	22%	25%	16%	38%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	C-Max
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 160								
Actuated Cycle Length: 160								
Offset: 30 (19%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 31: Fry Rd & Clay Rd



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	30.0	45.0	30.0	55.0	35.0	40.0	25.0	60.0
Total Split (%)	19%	28%	19%	34%	22%	25%	16%	38%
Maximum Green (s)	24.0	39.0	24.0	49.0	29.0	34.0	19.0	54.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.7	4.0	1.7	3.0	1.7	4.0	1.7	3.0
Minimum Gap (s)	1.7	4.0	1.7	3.0	1.7	4.0	1.7	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	39.0	0.0	109.0	0.0	39.0	0.0	109.0
90th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
70th %ile Green (s)	0.0	39.0	0.0	109.0	0.0	39.0	0.0	109.0
70th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
50th %ile Green (s)	0.0	39.0	0.0	109.0	0.0	39.0	0.0	109.0
50th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
30th %ile Green (s)	0.0	39.0	0.0	109.0	0.0	39.0	0.0	109.0
30th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
10th %ile Green (s)	0.0	39.0	0.0	109.0	0.0	39.0	0.0	109.0
10th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
Intersection Summary								
Cycle Length: 160								
Actuated Cycle Length: 160								
Offset: 30 (19%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings

101: Fry Rd & US 290 EBFR

PM 150
09/06/2022

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	39.0	38.0	34.0	39.0	38.0	39.0	39.0
Total Split (%)	23%	26%	25%	23%	26%	25%	26%	26%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Natural Cycle: 75								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 44.2%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 101: Fry Rd & US 290 EBFR

#1 Ø1	#1 Ø2	#1 Ø4 (R)	#1 Ø12
34 s	39 s	38 s	39 s
#101 Ø5	#101 Ø6	#101 Ø8 (R)	#101 Ø16
34 s	39 s	38 s	39 s

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	34.0	39.0	38.0	34.0	39.0	38.0	39.0	39.0
Total Split (%)	23%	26%	25%	23%	26%	25%	26%	26%
Maximum Green (s)	28.0	33.0	32.0	28.0	33.0	32.0	33.0	33.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	33.0	105.0	0.0	33.0	105.0	0.0	0.0
90th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
70th %ile Green (s)	0.0	33.0	105.0	0.0	33.0	105.0	0.0	0.0
70th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
50th %ile Green (s)	0.0	33.0	105.0	0.0	33.0	105.0	0.0	0.0
50th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
30th %ile Green (s)	0.0	33.0	105.0	0.0	33.0	105.0	0.0	0.0
30th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
10th %ile Green (s)	0.0	33.0	105.0	0.0	33.0	105.0	0.0	0.0
10th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
Intersection Summary								
Cycle Length: 150								
Actuated Cycle Length: 150								
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings
1: Fry Rd & US 290 WBFR

OFF-PEAK 90
09/06/2022

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	24.0	29.0	28.0	24.0	29.0	28.0	29.0	29.0
Total Split (%)	22%	26%	25%	22%	26%	25%	26%	26%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Act Effect Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Natural Cycle: 75								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 44.2%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 1: Fry Rd & US 290 WBFR

#1 Ø1 24 s	#1 Ø2 29 s	#1 Ø4 (R) 28 s	#1 Ø12 29 s
#101 Ø5 24 s	#101 Ø6 29 s	#101 Ø8 (R) 28 s	#101 Ø16 29 s

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	24.0	29.0	28.0	24.0	29.0	28.0	29.0	29.0
Total Split (%)	22%	26%	25%	22%	26%	25%	26%	26%
Maximum Green (s)	18.0	23.0	22.0	18.0	23.0	22.0	23.0	23.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	23.0	75.0	0.0	23.0	75.0	0.0	0.0
90th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
70th %ile Green (s)	0.0	23.0	75.0	0.0	23.0	75.0	0.0	0.0
70th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
50th %ile Green (s)	0.0	23.0	75.0	0.0	23.0	75.0	0.0	0.0
50th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
30th %ile Green (s)	0.0	23.0	75.0	0.0	23.0	75.0	0.0	0.0
30th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
10th %ile Green (s)	0.0	23.0	75.0	0.0	23.0	75.0	0.0	0.0
10th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 2: Fry Rd & Hempstead Rd

OFF-PEAK 90
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	7.0	14.0	7.0	13.0	7.0	14.0	7.0	13.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	30.0	25.0	30.0	25.0	30.0	25.0	30.0
Total Split (%)	23%	27%	23%	27%	23%	27%	23%	27%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	C-Max
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 2: Fry Rd & Hempstead Rd

Ø1 25 s	Ø2 30 s	Ø3 25 s	Ø4 (R) 30 s
Ø5 25 s	Ø6 30 s	Ø7 25 s	Ø8 (R) 30 s

Phasings
2: Fry Rd & Hempstead Rd

OFF-PEAK 90

09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	7.0	14.0	7.0	13.0	7.0	14.0	7.0	13.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	25.0	30.0	25.0	30.0	25.0	30.0	25.0	30.0
Total Split (%)	23%	27%	23%	27%	23%	27%	23%	27%
Maximum Green (s)	19.0	24.0	19.0	24.0	19.0	24.0	19.0	24.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	24.0	0.0	74.0	0.0	24.0	0.0	74.0
90th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
70th %ile Green (s)	0.0	24.0	0.0	74.0	0.0	24.0	0.0	74.0
70th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
50th %ile Green (s)	0.0	24.0	0.0	74.0	0.0	24.0	0.0	74.0
50th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
30th %ile Green (s)	0.0	24.0	0.0	74.0	0.0	24.0	0.0	74.0
30th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
10th %ile Green (s)	0.0	24.0	0.0	74.0	0.0	24.0	0.0	74.0
10th %ile Term Code	Skip	MaxR	Skip	Coord	Skip	Hold	Skip	Coord
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings
3: Fry Rd & Mound Rd

OFF-PEAK 90

09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	14.0	5.0	5.0	5.0	14.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	40.0	15.0	20.0	15.0	40.0
Total Split (%)	17%	22%	17%	44%	17%	22%	17%	44%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	None	None	Min
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 90								
Actuated Cycle Length: 35								
Natural Cycle: 70								
Control Type: Actuated-Uncoordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 3: Fry Rd & Mound Rd

Ø1 15 s	Ø2 20 s	Ø3 15 s	Ø4 40 s
Ø5 15 s	Ø6 20 s	Ø7 15 s	Ø8 40 s

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	5.0	5.0	5.0	14.0	5.0	5.0	5.0	14.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	40.0	15.0	20.0	15.0	40.0
Total Split (%)	17%	22%	17%	44%	17%	22%	17%	44%
Maximum Green (s)	9.0	14.0	9.0	34.0	9.0	14.0	9.0	34.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	3.5	2.0	2.0	2.0	3.5
Minimum Gap (s)	2.0	2.0	2.0	3.5	2.0	2.0	2.0	3.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	Min	None	None	None	Min
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	0.0	0.0	29.0	0.0	0.0	0.0	29.0
90th %ile Term Code	Skip	Skip	Skip	Dwell	Skip	Skip	Skip	Dwell
70th %ile Green (s)	0.0	0.0	0.0	29.0	0.0	0.0	0.0	29.0
70th %ile Term Code	Skip	Skip	Skip	Dwell	Skip	Skip	Skip	Dwell
50th %ile Green (s)	0.0	0.0	0.0	29.0	0.0	0.0	0.0	29.0
50th %ile Term Code	Skip	Skip	Skip	Dwell	Skip	Skip	Skip	Dwell
30th %ile Green (s)	0.0	0.0	0.0	29.0	0.0	0.0	0.0	29.0
30th %ile Term Code	Skip	Skip	Skip	Dwell	Skip	Skip	Skip	Dwell
10th %ile Green (s)	0.0	0.0	0.0	29.0	0.0	0.0	0.0	29.0
10th %ile Term Code	Skip	Skip	Skip	Dwell	Skip	Skip	Skip	Dwell
Intersection Summary								
Cycle Length: 90								
Actuated Cycle Length: 35								
Control Type: Actuated-Uncoordinated								
90th %ile Actuated Cycle: 35								
70th %ile Actuated Cycle: 35								
50th %ile Actuated Cycle: 35								
30th %ile Actuated Cycle: 35								
10th %ile Actuated Cycle: 35								

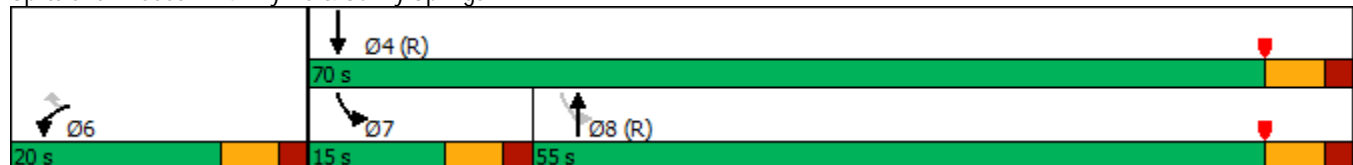
Timings
4: Fry Rd & Sunny Springs Ln

OFF-PEAK 90

09/06/2022

Lane Group	Ø4	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	4	6	7	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	12.0	5.0	3.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	70.0	20.0	15.0	55.0
Total Split (%)	78%	22%	17%	61%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 14 (16%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.00				
Intersection Signal Delay: 0.0			Intersection LOS: A	
Intersection Capacity Utilization 0.0%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 4: Fry Rd & Sunny Springs Ln



Lane Group	Ø4	Ø6	Ø7	Ø8
Protected Phases	4	6	7	8
Permitted Phases				
Minimum Initial (s)	12.0	5.0	3.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	70.0	20.0	15.0	55.0
Total Split (%)	78%	22%	17%	61%
Maximum Green (s)	64.0	14.0	9.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Vehicle Extension (s)	4.0	2.0	2.0	4.0
Minimum Gap (s)	4.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	C-Max	None	None	C-Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	84.0	0.0	0.0	84.0
90th %ile Term Code	Coord	Skip	Skip	Coord
70th %ile Green (s)	84.0	0.0	0.0	84.0
70th %ile Term Code	Coord	Skip	Skip	Coord
50th %ile Green (s)	84.0	0.0	0.0	84.0
50th %ile Term Code	Coord	Skip	Skip	Coord
30th %ile Green (s)	84.0	0.0	0.0	84.0
30th %ile Term Code	Coord	Skip	Skip	Coord
10th %ile Green (s)	84.0	0.0	0.0	84.0
10th %ile Term Code	Coord	Skip	Skip	Coord
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 14 (16%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Control Type: Actuated-Coordinated				

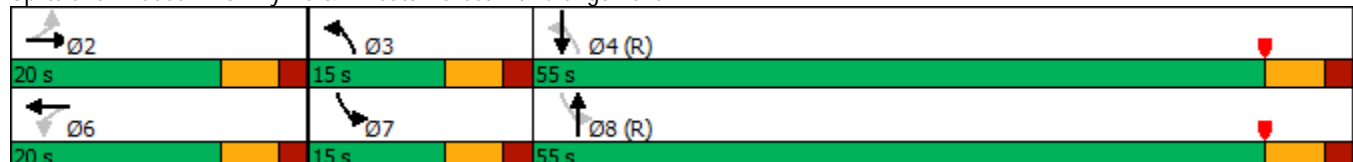
Timings 5: Fry Rd & Wheaton Crest Ln/Durango Falls Ln

OFF-PEAK 90

09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	12.0	5.0	3.0	12.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 5: Fry Rd & Wheaton Crest Ln/Durango Falls Ln



Phasings
5: Fry Rd & Wheaton Crest Ln/Durango Falls Ln

OFF-PEAK 90



















09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	12.0	5.0	3.0	12.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Maximum Green (s)	14.0	9.0	49.0	14.0	9.0	49.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0	2.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings
6: Fry Rd & N Bridgeland Lake Pkwy

OFF-PEAK 90

09/06/2022

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	80	55	142	77	47	787	69	748	85
Future Volume (vph)	80	55	142	77	47	787	69	748	85
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Detector Phase	5	2	1	6	3	8	7	4	4
Switch Phase									
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	40.0	15.0	40.0	40.0
Total Split (%)	16.7%	22.2%	16.7%	22.2%	16.7%	44.4%	16.7%	44.4%	44.4%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effect Green (s)	7.8	7.7	9.0	11.1	6.9	44.0	7.5	46.9	46.9
Actuated g/C Ratio	0.09	0.09	0.10	0.12	0.08	0.49	0.08	0.52	0.52
v/c Ratio	0.57	0.37	0.87	0.33	0.38	0.58	0.51	0.44	0.10
Control Delay	53.8	23.0	83.1	23.2	53.4	15.5	51.2	16.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	23.0	83.1	23.2	53.4	15.5	51.2	16.1	0.2
LOS	D	C	F	C	D	B	D	B	A
Approach Delay		35.6		53.1		17.3		17.3	
Approach LOS		D		D		B		B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 23.2









Intersection LOS: C

Intersection Capacity Utilization 61.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Fry Rd & N Bridgeland Lake Pkwy

			
Ø1	Ø2	Ø3	Ø4 (R)
15 s	20 s	15 s	40 s
			
Ø5	Ø6	Ø7	Ø8 (R)
15 s	20 s	15 s	40 s

Phasings
6: Fry Rd & N Bridgeland Lake Pkwy

OFF-PEAK 90

09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									4
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	40.0	15.0	40.0	40.0
Total Split (%)	16.7%	22.2%	16.7%	22.2%	16.7%	44.4%	16.7%	44.4%	44.4%
Maximum Green (s)	9.0	14.0	9.0	14.0	9.0	34.0	9.0	34.0	34.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	9.0	10.5	9.0	10.5	9.0	37.5	9.0	37.5	37.5
90th %ile Term Code	Max	Hold	Max	Gap	Max	Coord	Max	Coord	Coord
70th %ile Green (s)	9.0	8.8	9.0	8.8	8.2	39.2	9.0	40.0	40.0
70th %ile Term Code	Max	Hold	Max	Gap	Gap	Coord	Max	Coord	Coord
50th %ile Green (s)	8.8	7.5	9.0	7.7	7.0	41.3	8.2	42.5	42.5
50th %ile Term Code	Gap	Hold	Max	Gap	Gap	Coord	Gap	Coord	Coord
30th %ile Green (s)	7.2	6.1	9.0	7.9	0.0	44.2	6.7	56.9	56.9
30th %ile Term Code	Gap	Gap	Max	Hold	Skip	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	5.5	8.9	20.4	0.0	57.6	0.0	57.6	57.6
10th %ile Term Code	Skip	Gap	Gap	Hold	Skip	Coord	Skip	Coord	Coord

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow



















Control Type: Actuated-Coordinated

Timings

OFF-PEAK 90

7: Fry Rd & Lakeland Village Center Blvd /Warner Smith Blvd

09/06/2022

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	4	25	28	3	28	858	12	837
Future Volume (vph)	40	4	25	28	3	28	858	12	837
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Detector Phase	5	2	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	20.0	15.0	20.0	15.0	40.0	15.0	40.0
Total Split (%)	16.7%	22.2%	22.2%	16.7%	22.2%	16.7%	44.4%	16.7%	44.4%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	6.6	5.4	5.4	7.0	5.5	6.1	70.9	6.2	68.2
Actuated g/C Ratio	0.07	0.06	0.06	0.08	0.06	0.07	0.79	0.07	0.76
v/c Ratio	0.32	0.04	0.10	0.21	0.04	0.24	0.33	0.10	0.35
Control Delay	45.4	40.5	0.7	41.9	0.2	44.2	6.9	34.6	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	40.5	0.7	41.9	0.2	44.2	6.9	34.6	12.4
LOS	D	D	A	D	A	D	A	C	B
Approach Delay		28.8			23.9		8.0		12.7
Approach LOS		C			C		A		B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.35

Intersection Signal Delay: 11.4









Intersection LOS: B

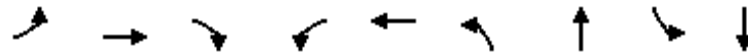
Intersection Capacity Utilization 47.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Fry Rd & Lakeland Village Center Blvd /Warner Smith Blvd

			
Ø1	Ø2	Ø3	Ø4 (R)
15 s	20 s	15 s	40 s
			
Ø5	Ø6	Ø7	Ø8 (R)
15 s	20 s	15 s	40 s



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2		1	6	3	8	7	4
Permitted Phases			2						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	20.0	15.0	20.0	15.0	40.0	15.0	40.0
Total Split (%)	16.7%	22.2%	22.2%	16.7%	22.2%	16.7%	44.4%	16.7%	44.4%
Maximum Green (s)	9.0	14.0	14.0	9.0	14.0	9.0	34.0	9.0	34.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	9.0	5.5	5.5	9.0	5.5	8.1	44.1	7.4	43.4
90th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap	Coord	Gap	Coord
70th %ile Green (s)	7.5	5.2	5.2	7.8	5.5	6.8	59.0	0.0	46.2
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Coord	Skip	Coord
50th %ile Green (s)	6.5	6.5	6.5	0.0	0.0	0.0	71.5	0.0	71.5
50th %ile Term Code	Gap	Hold	Hold	Skip	Skip	Skip	Coord	Skip	Coord
30th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	84.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Coord	Skip	Coord
10th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	84.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Coord	Skip	Coord
Intersection Summary									
Cycle Length: 90									
Actuated Cycle Length: 90									
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow									
Control Type: Actuated-Coordinated									

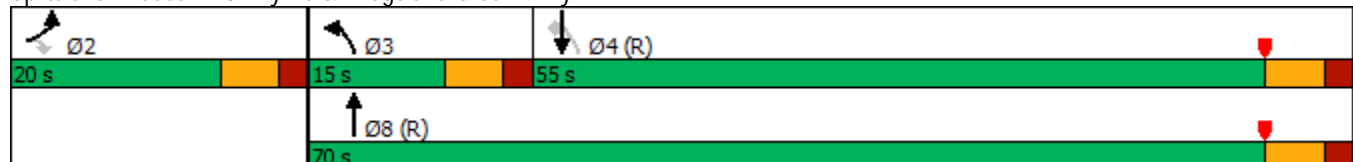
Timings 8: Fry Rd & Bridgeland Creek Pkwy

OFF-PEAK 90

09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	2	3	4	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	3.0	12.0	12.0
Minimum Split (s)	20.0	15.0	20.0	20.0
Total Split (s)	20.0	15.0	55.0	70.0
Total Split (%)	22%	17%	61%	78%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag		Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.00				
Intersection Signal Delay: 0.0			Intersection LOS: A	
Intersection Capacity Utilization 0.0%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 8: Fry Rd & Bridgeland Creek Pkwy



Phasings
8: Fry Rd & Bridgeland Creek Pkwy

OFF-PEAK 90

09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø8
Protected Phases	2	3	4	8
Permitted Phases				
Minimum Initial (s)	5.0	3.0	12.0	12.0
Minimum Split (s)	20.0	15.0	20.0	20.0
Total Split (s)	20.0	15.0	55.0	70.0
Total Split (%)	22%	17%	61%	78%
Maximum Green (s)	14.0	9.0	49.0	64.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lead/Lag		Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	
Vehicle Extension (s)	3.0	2.0	4.0	4.0
Minimum Gap (s)	3.0	2.0	4.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	C-Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	0.0	0.0	84.0	84.0
90th %ile Term Code	Skip	Skip	Coord	Coord
70th %ile Green (s)	0.0	0.0	84.0	84.0
70th %ile Term Code	Skip	Skip	Coord	Coord
50th %ile Green (s)	0.0	0.0	84.0	84.0
50th %ile Term Code	Skip	Skip	Coord	Coord
30th %ile Green (s)	0.0	0.0	84.0	84.0
30th %ile Term Code	Skip	Skip	Coord	Coord
10th %ile Green (s)	0.0	0.0	84.0	84.0
10th %ile Term Code	Skip	Skip	Coord	Coord
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow				
Control Type: Actuated-Coordinated				

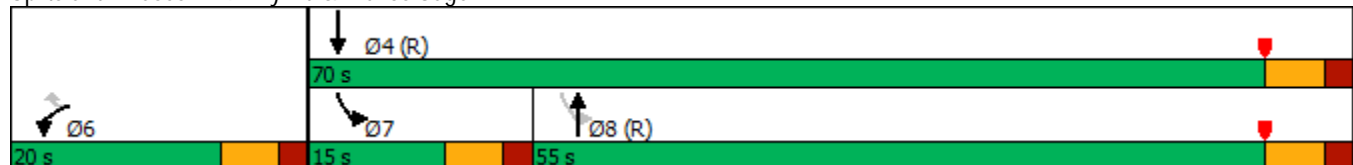
Timings
9: Fry Rd & Brazos Sage Dr

OFF-PEAK 90

09/06/2022

Lane Group	Ø4	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	4	6	7	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	12.0	5.0	3.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	70.0	20.0	15.0	55.0
Total Split (%)	78%	22%	17%	61%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.00				
Intersection Signal Delay: 0.0			Intersection LOS: A	
Intersection Capacity Utilization 0.0%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 9: Fry Rd & Brazos Sage Dr



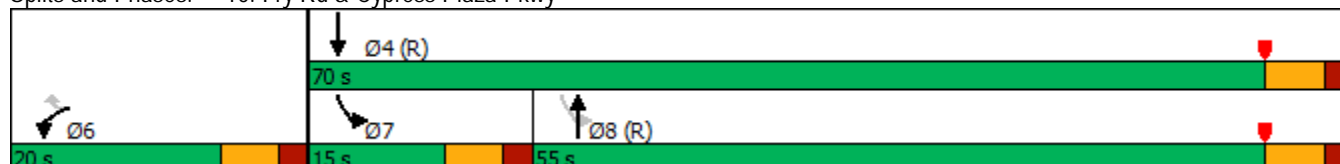
Lane Group	Ø4	Ø6	Ø7	Ø8
Protected Phases	4	6	7	8
Permitted Phases				
Minimum Initial (s)	12.0	5.0	3.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	70.0	20.0	15.0	55.0
Total Split (%)	78%	22%	17%	61%
Maximum Green (s)	64.0	14.0	9.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Vehicle Extension (s)	4.0	3.0	2.0	4.0
Minimum Gap (s)	4.0	3.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	C-Max	None	None	C-Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	84.0	0.0	0.0	84.0
90th %ile Term Code	Coord	Skip	Skip	Coord
70th %ile Green (s)	84.0	0.0	0.0	84.0
70th %ile Term Code	Coord	Skip	Skip	Coord
50th %ile Green (s)	84.0	0.0	0.0	84.0
50th %ile Term Code	Coord	Skip	Skip	Coord
30th %ile Green (s)	84.0	0.0	0.0	84.0
30th %ile Term Code	Coord	Skip	Skip	Coord
10th %ile Green (s)	84.0	0.0	0.0	84.0
10th %ile Term Code	Coord	Skip	Skip	Coord
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Control Type: Actuated-Coordinated				

Timings
10: Fry Rd & Cypress Plaza Pkwy

OFF-PEAK 90
09/06/2022

Lane Group	Ø4	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	4	6	7	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	12.0	3.0	3.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	70.0	20.0	15.0	55.0
Total Split (%)	78%	22%	17%	61%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Act Effect Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.00				
Intersection Signal Delay: 0.0			Intersection LOS: A	
Intersection Capacity Utilization 0.0%			ICU Level of Service A	
Analysis Period (min) 15				

















Splits and Phases: 10: Fry Rd & Cypress Plaza Pkwy



Lane Group	Ø4	Ø6	Ø7	Ø8
Protected Phases	4	6	7	8
Permitted Phases				
Minimum Initial (s)	12.0	3.0	3.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	70.0	20.0	15.0	55.0
Total Split (%)	78%	22%	17%	61%
Maximum Green (s)	64.0	14.0	9.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Vehicle Extension (s)	4.0	3.0	2.0	4.0
Minimum Gap (s)	4.0	3.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	C-Max	None	None	C-Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	84.0	0.0	0.0	84.0
90th %ile Term Code	Coord	Skip	Skip	Coord
70th %ile Green (s)	84.0	0.0	0.0	84.0
70th %ile Term Code	Coord	Skip	Skip	Coord
50th %ile Green (s)	84.0	0.0	0.0	84.0
50th %ile Term Code	Coord	Skip	Skip	Coord
30th %ile Green (s)	84.0	0.0	0.0	84.0
30th %ile Term Code	Coord	Skip	Skip	Coord
10th %ile Green (s)	84.0	0.0	0.0	84.0
10th %ile Term Code	Coord	Skip	Skip	Coord
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Control Type: Actuated-Coordinated				

Timings 11: Fry Rd & Tuckerton Rd

OFF-PEAK 90
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	113	156	209	204	128	560	99	486
Future Volume (vph)	113	156	209	204	128	560	99	486
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	8.0	5.0	8.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	40.0	15.0	40.0
Total Split (%)	16.7%	22.2%	16.7%	22.2%	16.7%	44.4%	16.7%	44.4%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	8.4	11.3	9.0	11.9	9.4	39.6	8.4	36.3
Actuated g/C Ratio	0.09	0.13	0.10	0.13	0.10	0.44	0.09	0.40
v/c Ratio	0.70	0.55	1.20	0.60	0.71	0.45	0.62	0.41
Control Delay	62.4	23.6	170.6	32.8	61.1	19.4	55.6	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	23.6	170.6	32.8	61.1	19.4	55.6	20.0
LOS	E	C	F	C	E	B	E	C
Approach Delay		34.6		89.3		26.1		25.3
Approach LOS		C		F		C		C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.20

Intersection Signal Delay: 40.9

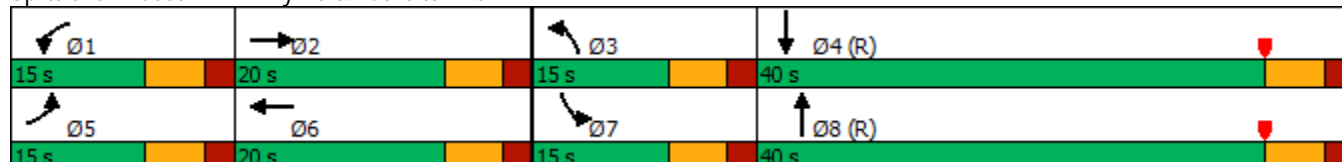
Intersection LOS: D

Intersection Capacity Utilization 64.5%

ICU Level of Service C

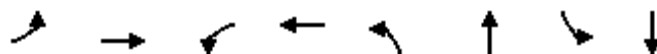
Analysis Period (min) 15

Splits and Phases: 11: Fry Rd & Tuckerton Rd



Phasings
11: Fry Rd & Tuckerton Rd

OFF-PEAK 90
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Minimum Initial (s)	5.0	8.0	5.0	8.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	40.0	15.0	40.0
Total Split (%)	16.7%	22.2%	16.7%	22.2%	16.7%	44.4%	16.7%	44.4%
Maximum Green (s)	9.0	14.0	9.0	14.0	9.0	34.0	9.0	34.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	9.0	14.0	9.0	14.0	9.0	34.0	9.0	34.0
90th %ile Term Code	Max	Hold	Max	Max	Max	Coord	Max	Coord
70th %ile Green (s)	9.0	13.1	9.0	13.1	9.9	34.0	9.9	34.0
70th %ile Term Code	Max	Hold	Max	Gap	Max	Coord	Max	Coord
50th %ile Green (s)	9.0	11.6	9.0	11.6	11.4	35.9	9.5	34.0
50th %ile Term Code	Max	Hold	Max	Gap	Max	Coord	Gap	Coord
30th %ile Green (s)	8.7	9.8	9.0	10.1	9.7	39.3	7.9	37.5
30th %ile Term Code	Gap	Hold	Max	Gap	Gap	Coord	Gap	Coord
10th %ile Green (s)	6.2	8.0	9.0	10.8	7.0	55.0	0.0	42.0
10th %ile Term Code	Gap	Min	Max	Hold	Gap	Coord	Skip	Coord

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

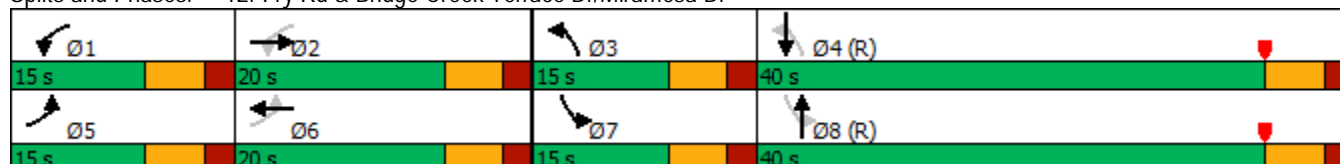
Control Type: Actuated-Coordinated

Timings
12: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr

OFF-PEAK 90
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	3.0	5.0	3.0	12.0	3.0	5.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	40.0	15.0	20.0	15.0	40.0
Total Split (%)	17%	22%	17%	44%	17%	22%	17%	44%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 90								
Actuated Cycle Length: 90								
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 12: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr



Phasings
12: Fry Rd & Bridge Creek Terrace Dr/Miramesa Dr

OFF-PEAK 90
09/06/2022

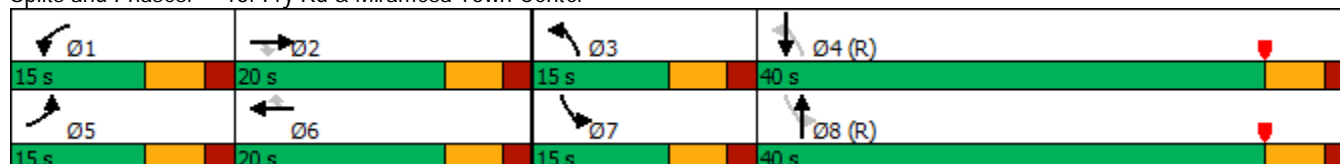
Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	3.0	5.0	3.0	12.0	3.0	5.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	40.0	15.0	20.0	15.0	40.0
Total Split (%)	17%	22%	17%	44%	17%	22%	17%	44%
Maximum Green (s)	9.0	14.0	9.0	34.0	9.0	14.0	9.0	34.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
90th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
70th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
50th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
Intersection Summary								
Cycle Length: 90								
Actuated Cycle Length: 90								
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings 13: Fry Rd & Miramesa Town Center

OFF-PEAK 90
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	3.0	3.0	3.0	12.0	3.0	3.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	40.0	15.0	20.0	15.0	40.0
Total Split (%)	17%	22%	17%	44%	17%	22%	17%	44%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Act Effect Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 90								
Actuated Cycle Length: 90								
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 13: Fry Rd & Miramesa Town Center



Phasings
13: Fry Rd & Miramesa Town Center

















OFF-PEAK 90
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	3.0	3.0	3.0	12.0	3.0	3.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	40.0	15.0	20.0	15.0	40.0
Total Split (%)	17%	22%	17%	44%	17%	22%	17%	44%
Maximum Green (s)	9.0	14.0	9.0	34.0	9.0	14.0	9.0	34.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	4.0	2.0	2.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	4.0	2.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
90th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
70th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
50th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
Intersection Summary								
Cycle Length: 90								
Actuated Cycle Length: 90								
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings
14: Fry Rd & West Rd

OFF-PEAK 90

09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	12	108	11	21	601	99	616
Future Volume (vph)	14	12	108	11	21	601	99	616
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	40.0	15.0	40.0
Total Split (%)	16.7%	22.2%	16.7%	22.2%	16.7%	44.4%	16.7%	44.4%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	5.3	5.2	8.6	10.7	5.7	52.8	8.5	59.6
Actuated g/C Ratio	0.06	0.06	0.10	0.12	0.06	0.59	0.09	0.66
v/c Ratio	0.14	0.12	0.67	0.20	0.20	0.36	0.62	0.28
Control Delay	42.7	30.0	59.2	12.3	43.5	11.9	55.7	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	30.0	59.2	12.3	43.5	11.9	55.7	9.0
LOS	D	C	E	B	D	B	E	A
Approach Delay		35.0		38.8		12.9		15.3
Approach LOS		C		D		B		B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 17.4

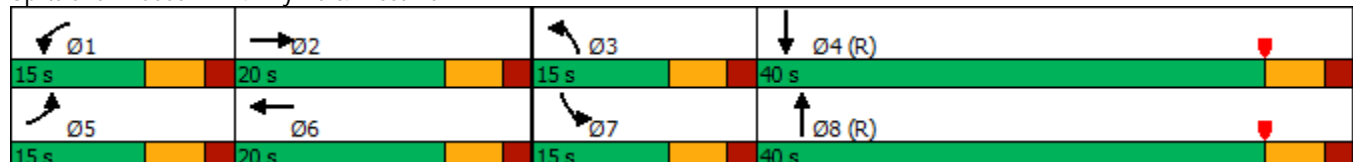
Intersection LOS: B

Intersection Capacity Utilization 53.0%

ICU Level of Service A

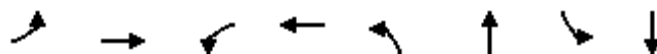
Analysis Period (min) 15

Splits and Phases: 14: Fry Rd & West Rd



Phasings
14: Fry Rd & West Rd

OFF-PEAK 90
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	40.0	15.0	40.0
Total Split (%)	16.7%	22.2%	16.7%	22.2%	16.7%	44.4%	16.7%	44.4%
Maximum Green (s)	9.0	14.0	9.0	14.0	9.0	34.0	9.0	34.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Minimum Gap (s)	2.0	2.0	3.0	3.0	2.0	4.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	6.7	5.8	9.0	8.1	7.4	42.2	9.0	43.8
90th %ile Term Code	Gap	Gap	Max	Hold	Gap	Coord	Max	Coord
70th %ile Green (s)	0.0	5.2	9.0	20.2	6.3	42.8	9.0	45.5
70th %ile Term Code	Skip	Gap	Max	Hold	Gap	Coord	Max	Coord
50th %ile Green (s)	0.0	0.0	9.0	9.0	0.0	54.0	9.0	69.0
50th %ile Term Code	Skip	Skip	Max	Hold	Skip	Coord	Max	Coord
30th %ile Green (s)	0.0	0.0	9.0	9.0	0.0	54.1	8.9	69.0
30th %ile Term Code	Skip	Skip	Max	Hold	Skip	Coord	Gap	Coord
10th %ile Green (s)	0.0	0.0	7.1	7.1	0.0	70.9	0.0	70.9
10th %ile Term Code	Skip	Skip	Gap	Hold	Skip	Coord	Skip	Coord

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

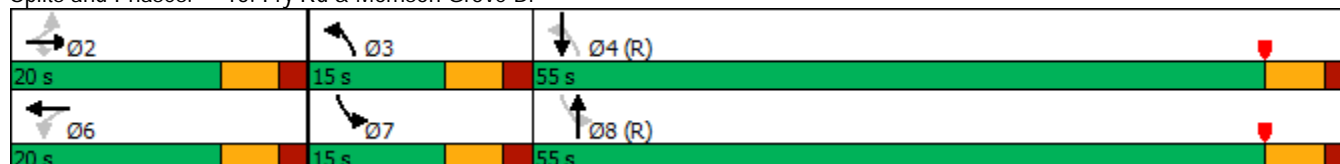
Control Type: Actuated-Coordinated

Timings
15: Fry Rd & Morrison Grove Dr

OFF-PEAK 90
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	5.0	12.0	5.0	5.0	12.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effect Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 15: Fry Rd & Morrison Grove Dr



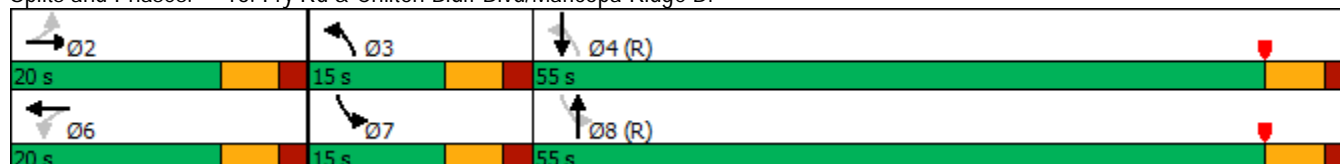
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	5.0	12.0	5.0	5.0	12.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Maximum Green (s)	14.0	9.0	49.0	14.0	9.0	49.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	2.0	4.0	3.0	2.0	4.0
Minimum Gap (s)	3.0	2.0	4.0	3.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings
16: Fry Rd & Chilton Bluff Blvd/Maricopa Ridge Dr

OFF-PEAK 90
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	5.0	8.0	8.0	5.0	8.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effect Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 16: Fry Rd & Chilton Bluff Blvd/Maricopa Ridge Dr





















Phasings
16: Fry Rd & Chilton Bluff Blvd/Maricopa Ridge Dr

OFF-PEAK 90
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	8.0	5.0	8.0	8.0	5.0	8.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Maximum Green (s)	14.0	9.0	49.0	14.0	9.0	49.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	4.0	2.0	4.0	4.0	2.0	4.0
Minimum Gap (s)	4.0	2.0	4.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings
17: Fry Rd & Longenbaugh Rd

OFF-PEAK 90
09/06/2022

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	10	40	164	24	20	509	155	137	523
Future Volume (vph)	10	40	164	24	20	509	155	137	523
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	12.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	40.0	40.0	15.0	40.0
Total Split (%)	16.7%	22.2%	16.7%	22.2%	16.7%	44.4%	44.4%	16.7%	44.4%
Yellow Time (s)	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
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)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	6.0	6.3	7.9	15.3	6.3	46.8	46.8	7.4	55.1
Actuated g/C Ratio	0.07	0.07	0.09	0.17	0.07	0.52	0.52	0.08	0.61
v/c Ratio	0.08	0.24	0.56	0.25	0.17	0.29	0.18	0.50	0.25
Control Delay	41.1	31.5	46.7	10.1	57.8	7.9	0.6	45.6	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	31.5	46.7	10.1	57.8	7.9	0.6	45.6	10.4
LOS	D	C	D	B	E	A	A	D	B
Approach Delay		32.8		29.1		7.8			17.6
Approach LOS		C		C		A			B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 24 (27%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 16.4

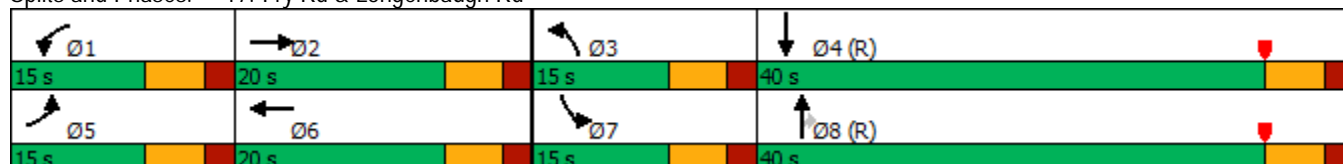
Intersection LOS: B

Intersection Capacity Utilization 46.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 17: Fry Rd & Longenbaugh Rd



Phasings
17: Fry Rd & Longenbaugh Rd

OFF-PEAK 90
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Minimum Initial (s)	6.0	6.0	5.0	6.0	6.0	12.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	40.0	40.0	15.0	40.0
Total Split (%)	16.7%	22.2%	16.7%	22.2%	16.7%	44.4%	44.4%	16.7%	44.4%
Maximum Green (s)	9.0	14.0	9.0	14.0	9.0	34.0	34.0	9.0	34.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	4.0	4.0	1.5	4.0
Minimum Gap (s)	2.0	2.0	1.5	2.0	2.0	4.0	4.0	1.5	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)									
Flash Dont Walk (s)									
Pedestrian Calls (#/hr)									
90th %ile Green (s)	6.2	7.2	9.0	10.0	7.3	40.8	40.8	9.0	42.5
90th %ile Term Code	Gap	Gap	Max	Hold	Gap	Coord	Coord	Max	Coord
70th %ile Green (s)	0.0	6.2	9.0	21.2	6.2	42.2	42.2	8.6	44.6
70th %ile Term Code	Skip	Gap	Max	Hold	Gap	Coord	Coord	Gap	Coord
50th %ile Green (s)	0.0	6.0	8.3	20.3	0.0	44.1	44.1	7.6	57.7
50th %ile Term Code	Skip	Min	Gap	Hold	Skip	Coord	Coord	Gap	Coord
30th %ile Green (s)	0.0	6.0	7.2	19.2	0.0	46.2	46.2	6.6	58.8
30th %ile Term Code	Skip	Min	Gap	Hold	Skip	Coord	Coord	Gap	Coord
10th %ile Green (s)	0.0	0.0	6.0	6.0	0.0	60.9	60.9	5.1	72.0
10th %ile Term Code	Skip	Skip	Hold	Min	Skip	Coord	Coord	Gap	Coord

Intersection Summary

Cycle Length: 90

















Actuated Cycle Length: 90

Offset: 24 (27%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Control Type: Actuated-Coordinated

Timings
18: Fry Rd & Rustic Lake Ln

OFF-PEAK 90
09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	14	60	13	24	592	80	631
Future Volume (vph)	23	14	60	13	24	592	80	631
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Detector Phase	2	2	6	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	15.0	55.0	15.0	55.0
Total Split (%)	22.2%	22.2%	22.2%	22.2%	16.7%	61.1%	16.7%	61.1%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	8.8	8.8	8.8	8.8	6.0	61.0	7.8	67.3
Actuated g/C Ratio	0.10	0.10	0.10	0.10	0.07	0.68	0.09	0.75
v/c Ratio	0.20	0.23	0.49	0.35	0.22	0.29	0.56	0.26
Control Delay	39.3	21.6	50.1	17.8	43.7	8.4	46.8	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	21.6	50.1	17.8	43.7	8.4	46.8	8.8
LOS	D	C	D	B	D	A	D	A
Approach Delay		28.1		32.7		9.7		13.0
Approach LOS		C		C		A		B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 13.8

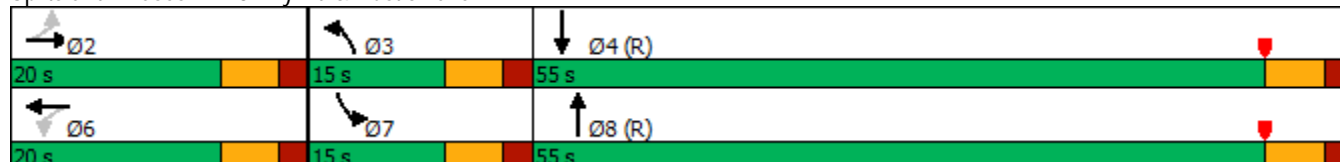
Intersection LOS: B

Intersection Capacity Utilization 47.3%

ICU Level of Service A

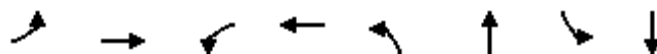
Analysis Period (min) 15

Splits and Phases: 18: Fry Rd & Rustic Lake Ln



Phasings
18: Fry Rd & Rustic Lake Ln

OFF-PEAK 90
09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6	3	8	7	4
Permitted Phases	2		6					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	12.0	5.0	12.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	15.0	55.0	15.0	55.0
Total Split (%)	22.2%	22.2%	22.2%	22.2%	16.7%	61.1%	16.7%	61.1%
Maximum Green (s)	14.0	14.0	14.0	14.0	9.0	49.0	9.0	49.0
Yellow Time (s)	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
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	12.9	12.9	12.9	12.9	7.8	50.1	9.0	51.3
90th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Max	Coord
70th %ile Green (s)	10.4	10.4	10.4	10.4	6.6	52.6	9.0	55.0
70th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Coord	Max	Coord
50th %ile Green (s)	8.7	8.7	8.7	8.7	0.0	54.6	8.7	69.3
50th %ile Term Code	Hold	Hold	Gap	Gap	Skip	Coord	Gap	Coord
30th %ile Green (s)	6.9	6.9	6.9	6.9	0.0	57.9	7.2	71.1
30th %ile Term Code	Hold	Hold	Gap	Gap	Skip	Coord	Gap	Coord
10th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	84.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Coord	Skip	Coord

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Control Type: Actuated-Coordinated

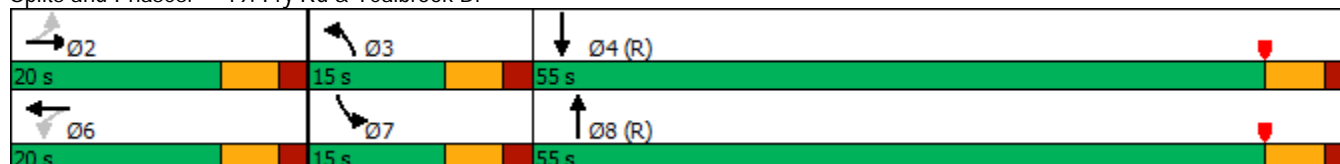
Timings

19: Fry Rd & Tealbrook Dr

OFF-PEAK 90
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 14 (16%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 19: Fry Rd & Tealbrook Dr



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Maximum Green (s)	14.0	9.0	49.0	14.0	9.0	49.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0	2.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 14 (16%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

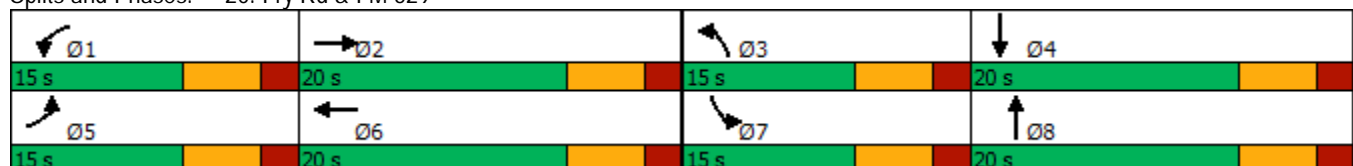
Timings
20: Fry Rd & FM 529

OFF-PEAK 90

09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (%)	21%	29%	21%	29%	21%	29%	21%	29%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 70								
Actuated Cycle Length: 18								
Natural Cycle: 70								
Control Type: Actuated-Uncoordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 20: Fry Rd & FM 529



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (%)	21%	29%	21%	29%	21%	29%	21%	29%
Maximum Green (s)	9.0	14.0	9.0	14.0	9.0	14.0	9.0	14.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
90th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Skip	Skip
70th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
70th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Skip	Skip
50th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Skip	Skip
30th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Skip	Skip
10th %ile Green (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Skip	Skip	Skip	Skip	Skip	Skip	Skip
Intersection Summary								
Cycle Length: 70								
Actuated Cycle Length: 18								
Control Type: Actuated-Uncoordinated								
90th %ile Actuated Cycle: 18								
70th %ile Actuated Cycle: 18								
50th %ile Actuated Cycle: 18								
30th %ile Actuated Cycle: 18								
10th %ile Actuated Cycle: 18								

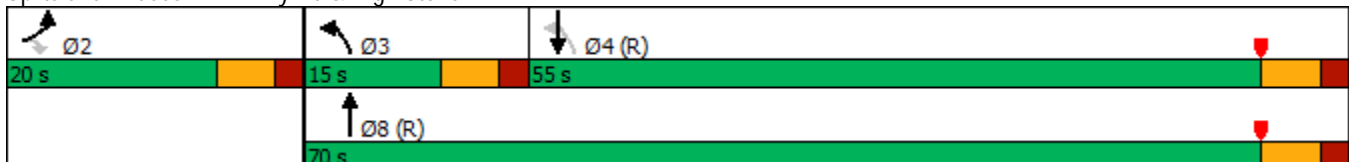
Timings
21: Fry Rd & High Stone Ln

OFF-PEAK 90

09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	2	3	4	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	3.0	7.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0
Total Split (s)	20.0	15.0	55.0	70.0
Total Split (%)	22%	17%	61%	78%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag		Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.00				
Intersection Signal Delay: 0.0			Intersection LOS: A	
Intersection Capacity Utilization 0.0%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 21: Fry Rd & High Stone Ln



Lane Group	Ø2	Ø3	Ø4	Ø8
Protected Phases	2	3	4	8
Permitted Phases				
Minimum Initial (s)	5.0	3.0	7.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0
Total Split (s)	20.0	15.0	55.0	70.0
Total Split (%)	22%	17%	61%	78%
Maximum Green (s)	14.0	9.0	49.0	64.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lead/Lag		Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	4.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	C-Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	0.0	0.0	84.0	84.0
90th %ile Term Code	Skip	Skip	Coord	Coord
70th %ile Green (s)	0.0	0.0	84.0	84.0
70th %ile Term Code	Skip	Skip	Coord	Coord
50th %ile Green (s)	0.0	0.0	84.0	84.0
50th %ile Term Code	Skip	Skip	Coord	Coord
30th %ile Green (s)	0.0	0.0	84.0	84.0
30th %ile Term Code	Skip	Skip	Coord	Coord
10th %ile Green (s)	0.0	0.0	84.0	84.0
10th %ile Term Code	Skip	Skip	Coord	Coord
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 0 (0%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow				
Control Type: Actuated-Coordinated				

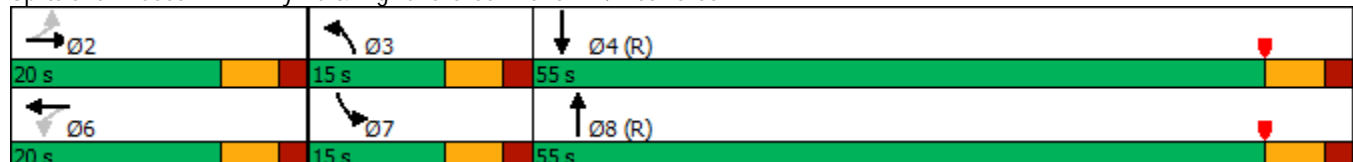
Timings
22: Fry Rd & Highland Creek Ranch Dr/Arbor Creek Dr

OFF-PEAK 90

09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	14.0	5.0	5.0	14.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	Max	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 22: Fry Rd & Highland Creek Ranch Dr/Arbor Creek Dr



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	14.0	5.0	5.0	14.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Maximum Green (s)	14.0	9.0	49.0	14.0	9.0	49.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0	2.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	14.0	0.0	64.0	14.0	0.0	64.0
90th %ile Term Code	MaxR	Skip	Coord	Hold	Skip	Coord
70th %ile Green (s)	14.0	0.0	64.0	14.0	0.0	64.0
70th %ile Term Code	MaxR	Skip	Coord	Hold	Skip	Coord
50th %ile Green (s)	14.0	0.0	64.0	14.0	0.0	64.0
50th %ile Term Code	MaxR	Skip	Coord	Hold	Skip	Coord
30th %ile Green (s)	14.0	0.0	64.0	14.0	0.0	64.0
30th %ile Term Code	MaxR	Skip	Coord	Hold	Skip	Coord
10th %ile Green (s)	14.0	0.0	64.0	14.0	0.0	64.0
10th %ile Term Code	MaxR	Skip	Coord	Hold	Skip	Coord
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings

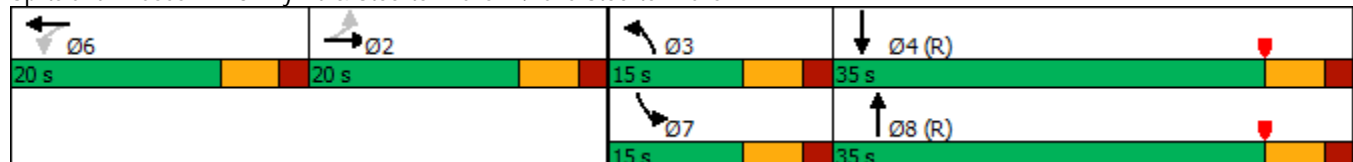
23: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr

OFF-PEAK 90

09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	5.0	8.0	5.0	5.0	8.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	35.0	20.0	15.0	35.0
Total Split (%)	22%	17%	39%	22%	17%	39%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 75						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 23: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr



Phasings
23: Fry Rd & Stockton Falls Dr/Lake Stockton Falls Dr

OFF-PEAK 90

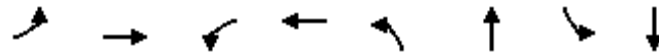
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	5.0	8.0	5.0	5.0	8.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	35.0	20.0	15.0	35.0
Total Split (%)	22%	17%	39%	22%	17%	39%
Maximum Green (s)	14.0	9.0	29.0	14.0	9.0	29.0
Yellow Time (s)	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
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	4.0	3.0	2.0	4.0
Minimum Gap (s)	3.0	2.0	4.0	3.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings
24: Fry Rd & W Little York Rd

OFF-PEAK 90

09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	139	222	208	209	118	535	192	654
Future Volume (vph)	139	222	208	209	118	535	192	654
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	7.0	3.0	7.0	3.0	7.0	5.0	7.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	40.0	15.0	40.0
Total Split (%)	16.7%	22.2%	16.7%	22.2%	16.7%	44.4%	16.7%	44.4%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	8.9	12.7	9.0	12.8	8.5	35.3	9.0	35.8
Actuated g/C Ratio	0.10	0.14	0.10	0.14	0.09	0.39	0.10	0.40
v/c Ratio	0.85	0.65	1.25	0.67	0.75	0.50	1.15	0.55
Control Delay	79.6	34.6	186.5	23.7	67.2	21.5	153.6	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.6	34.6	186.5	23.7	67.2	21.5	153.6	22.8
LOS	E	C	F	C	E	C	F	C
Approach Delay		48.1		78.6		28.6		50.1
Approach LOS		D		E		C		D

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.25

Intersection Signal Delay: 50.1

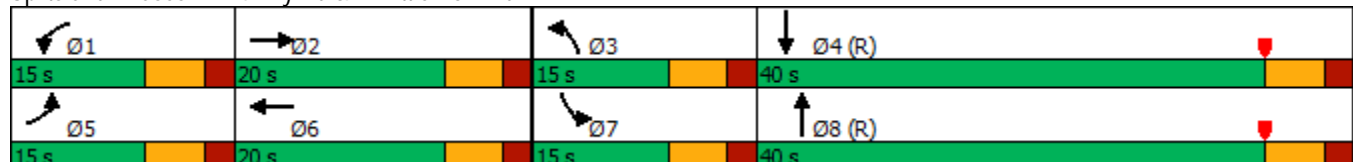
Intersection LOS: D

Intersection Capacity Utilization 70.0%

ICU Level of Service C

Analysis Period (min) 15

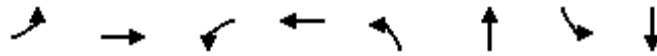
Splits and Phases: 24: Fry Rd & W Little York Rd



Phasings
24: Fry Rd & W Little York Rd

OFF-PEAK 90

09/06/2022



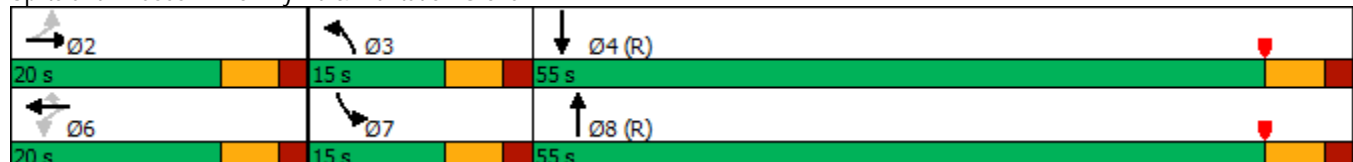
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Minimum Initial (s)	3.0	7.0	3.0	7.0	3.0	7.0	5.0	7.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	15.0	20.0	15.0	20.0	15.0	40.0	15.0	40.0
Total Split (%)	16.7%	22.2%	16.7%	22.2%	16.7%	44.4%	16.7%	44.4%
Maximum Green (s)	9.0	14.0	9.0	14.0	9.0	34.0	9.0	34.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	9.0	14.0	9.0	14.0	9.0	34.0	9.0	34.0
90th %ile Term Code	Max	Max	Max	Max	Max	Coord	Max	Coord
70th %ile Green (s)	9.0	14.0	9.0	14.0	9.0	34.0	9.0	34.0
70th %ile Term Code	Max	Max	Max	Max	Max	Coord	Max	Coord
50th %ile Green (s)	9.0	13.6	9.0	13.6	9.0	34.4	9.0	34.4
50th %ile Term Code	Max	Gap	Max	Hold	Max	Coord	Max	Coord
30th %ile Green (s)	9.0	12.0	9.0	12.0	9.0	36.0	9.0	36.0
30th %ile Term Code	Max	Gap	Max	Hold	Max	Coord	Max	Coord
10th %ile Green (s)	8.3	9.7	9.0	10.4	6.7	38.3	9.0	40.6
10th %ile Term Code	Gap	Gap	Max	Hold	Gap	Coord	Max	Coord
Intersection Summary								
Cycle Length: 90								
Actuated Cycle Length: 90								
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings
25: Fry Rd & Plantation Grove Trl

OFF-PEAK 90
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 25: Fry Rd & Plantation Grove Trl



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Maximum Green (s)	14.0	9.0	49.0	14.0	9.0	49.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0	2.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

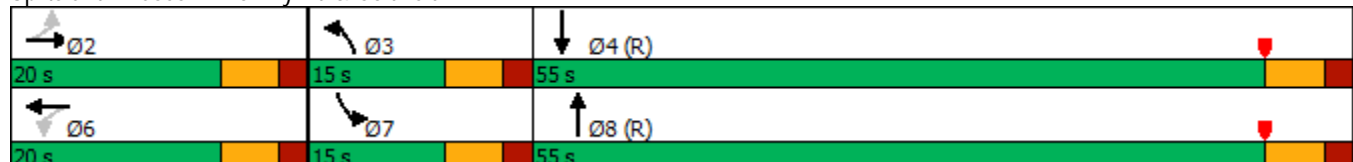
Timings
26: Fry Rd & Coldfield Dr

OFF-PEAK 90

09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	10.0	5.0	3.0	10.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 26: Fry Rd & Coldfield Dr



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	10.0	5.0	3.0	10.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Maximum Green (s)	14.0	9.0	49.0	14.0	9.0	49.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	2.0	4.0	3.0	2.0	4.0
Minimum Gap (s)	3.0	2.0	4.0	3.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

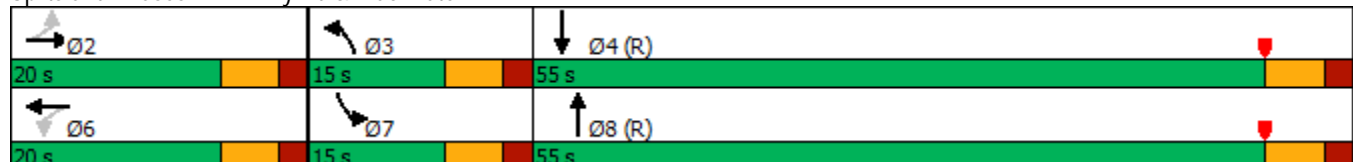
Timings
27: Fry Rd & Blackwater Dr

OFF-PEAK 90

09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 27: Fry Rd & Blackwater Dr



















Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Maximum Green (s)	14.0	9.0	49.0	14.0	9.0	49.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0	0.2	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	0.2	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

Timings
28: Fry Rd & Kieth Harrow Blvd

OFF-PEAK 90

09/06/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	146	90	46	80	23	803	118	829
Future Volume (vph)	146	90	46	80	23	803	118	829
Turn Type	D.P+P	NA	D.P+P	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	6		2					
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	15.0	15.0	15.0	40.0	15.0	40.0
Total Split (%)	22.2%	22.2%	16.7%	16.7%	16.7%	44.4%	16.7%	44.4%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	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	6.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	15.0	13.0	17.4	7.6	5.8	40.6	10.4	51.8
Actuated g/C Ratio	0.17	0.14	0.19	0.08	0.06	0.45	0.12	0.58
v/c Ratio	0.64	0.26	0.18	0.52	0.21	0.56	0.62	0.51
Control Delay	43.4	26.7	27.2	23.3	43.7	20.9	51.0	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	26.7	27.2	23.3	43.7	20.9	51.0	14.4
LOS	D	C	C	C	D	C	D	B
Approach Delay		35.6		24.1		21.5		18.4
Approach LOS		D		C		C		B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 22.0

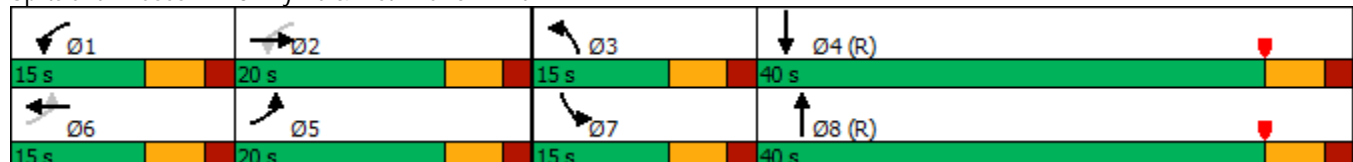
Intersection LOS: C

Intersection Capacity Utilization 63.8%

ICU Level of Service B

Analysis Period (min) 15

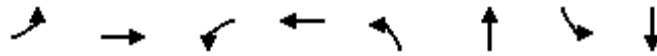
Splits and Phases: 28: Fry Rd & Kieth Harrow Blvd



Phasings
28: Fry Rd & Kieth Harrow Blvd

OFF-PEAK 90

09/06/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	6		2					
Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	15.0	15.0	15.0	40.0	15.0	40.0
Total Split (%)	22.2%	22.2%	16.7%	16.7%	16.7%	44.4%	16.7%	44.4%
Maximum Green (s)	14.0	14.0	9.0	9.0	9.0	34.0	9.0	34.0
Yellow Time (s)	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
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	11.3	11.8	8.5	9.0	7.6	34.0	11.7	38.1
90th %ile Term Code	Gap	Hold	Gap	Max	Gap	Coord	Max	Coord
70th %ile Green (s)	8.3	10.0	7.3	9.0	6.4	35.7	13.0	42.3
70th %ile Term Code	Gap	Hold	Gap	Max	Gap	Coord	Gap	Coord
50th %ile Green (s)	7.1	8.5	6.4	7.8	0.0	39.9	11.2	57.1
50th %ile Term Code	Gap	Hold	Gap	Gap	Skip	Coord	Gap	Coord
30th %ile Green (s)	5.9	18.4	0.0	6.5	0.0	44.2	9.4	59.6
30th %ile Term Code	Gap	Hold	Skip	Gap	Skip	Coord	Gap	Coord
10th %ile Green (s)	4.6	16.1	0.0	5.5	0.0	49.2	6.7	61.9
10th %ile Term Code	Gap	Hold	Skip	Gap	Skip	Coord	Gap	Coord

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

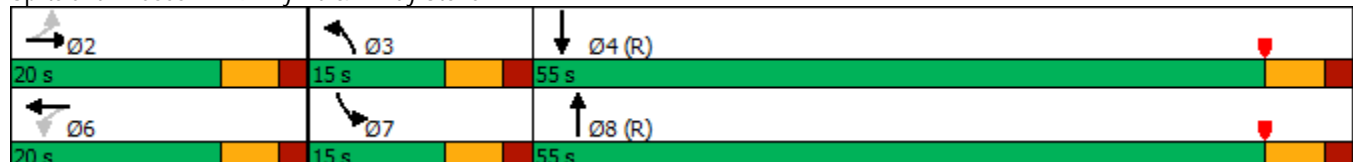
Control Type: Actuated-Coordinated

Timings
29: Fry Rd & Windy Stone Dr

OFF-PEAK 90
09/06/2022

Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Yellow Time (s)	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
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 29: Fry Rd & Windy Stone Dr



Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Maximum Green (s)	14.0	9.0	49.0	14.0	9.0	49.0
Yellow Time (s)	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
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0	2.0	2.0	4.0
Minimum Gap (s)	2.0	2.0	4.0	2.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
90th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
90th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
70th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
50th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	84.0	0.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Coord	Skip	Skip	Coord
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow						
Control Type: Actuated-Coordinated						

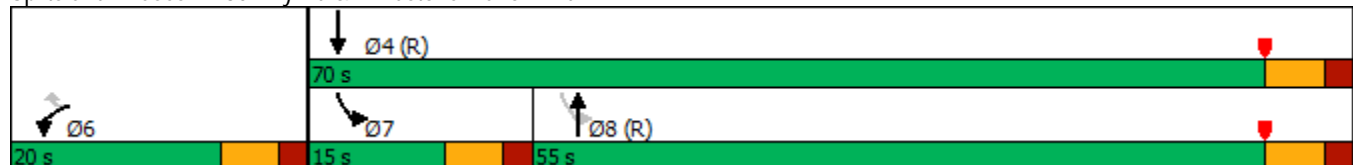
Timings
30: Fry Rd & Windstone Manor Blvd

OFF-PEAK 90

09/06/2022

Lane Group	Ø4	Ø6	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Turn Type				
Protected Phases	4	6	7	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	12.0	6.0	5.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	70.0	20.0	15.0	55.0
Total Split (%)	78%	22%	17%	61%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.00				
Intersection Signal Delay: 0.0			Intersection LOS: A	
Intersection Capacity Utilization 0.0%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 30: Fry Rd & Windstone Manor Blvd



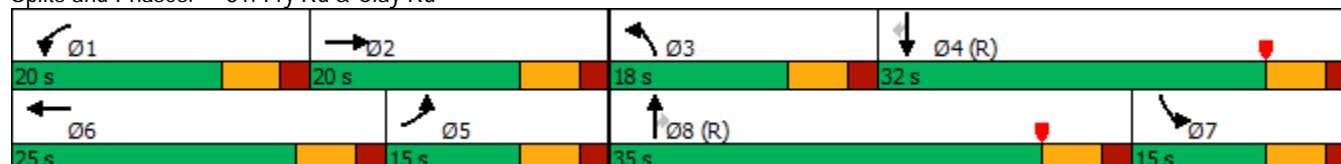
Lane Group	Ø4	Ø6	Ø7	Ø8
Protected Phases	4	6	7	8
Permitted Phases				
Minimum Initial (s)	12.0	6.0	5.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	70.0	20.0	15.0	55.0
Total Split (%)	78%	22%	17%	61%
Maximum Green (s)	64.0	14.0	9.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lead/Lag			Lead	Lag
Lead-Lag Optimize?			Yes	Yes
Vehicle Extension (s)	4.0	4.0	2.0	4.0
Minimum Gap (s)	4.0	4.0	2.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	C-Max	None	None	C-Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
90th %ile Green (s)	84.0	0.0	0.0	84.0
90th %ile Term Code	Coord	Skip	Skip	Coord
70th %ile Green (s)	84.0	0.0	0.0	84.0
70th %ile Term Code	Coord	Skip	Skip	Coord
50th %ile Green (s)	84.0	0.0	0.0	84.0
50th %ile Term Code	Coord	Skip	Skip	Coord
30th %ile Green (s)	84.0	0.0	0.0	84.0
30th %ile Term Code	Coord	Skip	Skip	Coord
10th %ile Green (s)	84.0	0.0	0.0	84.0
10th %ile Term Code	Coord	Skip	Skip	Coord
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow				
Control Type: Actuated-Coordinated				

Timings
31: Fry Rd & Clay Rd

OFF-PEAK 90
09/06/2022

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	18.0	32.0	15.0	25.0	15.0	35.0
Total Split (%)	22%	22%	20%	36%	17%	28%	17%	39%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 90								
Actuated Cycle Length: 90								
Offset: 70 (78%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Natural Cycle: 70								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 0.0%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 31: Fry Rd & Clay Rd



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Protected Phases	1	2	3	4	5	6	7	8
Permitted Phases								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	12.0	5.0	12.0
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0
Total Split (s)	20.0	20.0	18.0	32.0	15.0	25.0	15.0	35.0
Total Split (%)	22%	22%	20%	36%	17%	28%	17%	39%
Maximum Green (s)	14.0	14.0	12.0	26.0	9.0	19.0	9.0	29.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.7	4.0	1.7	3.0	1.7	4.0	1.7	3.0
Minimum Gap (s)	1.7	4.0	1.7	3.0	1.7	4.0	1.7	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	None	None	None	C-Max
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
90th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
70th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
70th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
50th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
50th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
30th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
30th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
10th %ile Green (s)	0.0	0.0	0.0	84.0	0.0	0.0	0.0	84.0
10th %ile Term Code	Skip	Skip	Skip	Coord	Skip	Skip	Skip	Coord
Intersection Summary								
Cycle Length: 90								
Actuated Cycle Length: 90								
Offset: 70 (78%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow								
Control Type: Actuated-Coordinated								

Timings
101: Fry Rd & US 290 EBFR

OFF-PEAK 90
09/06/2022

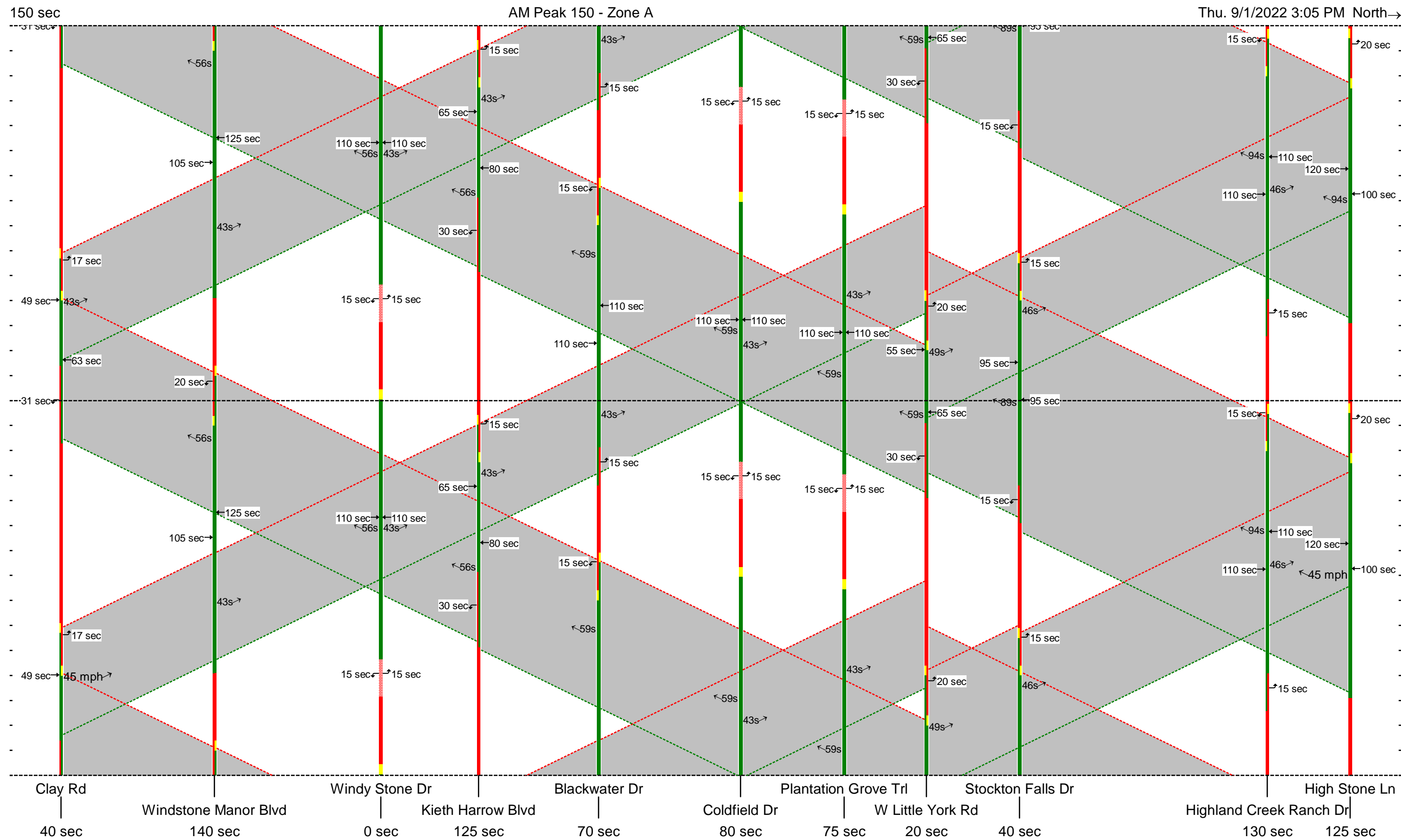
Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Turn Type								
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Detector Phase								
Switch Phase								
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	24.0	29.0	28.0	24.0	29.0	28.0	29.0	29.0
Total Split (%)	22%	26%	25%	22%	26%	25%	26%	26%
Yellow Time (s)	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
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Act Effect Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay								
Queue Delay								
Total Delay								
LOS								
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Natural Cycle: 75								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.00								
Intersection Signal Delay: 0.0				Intersection LOS: A				
Intersection Capacity Utilization 44.2%				ICU Level of Service A				
Analysis Period (min) 15								

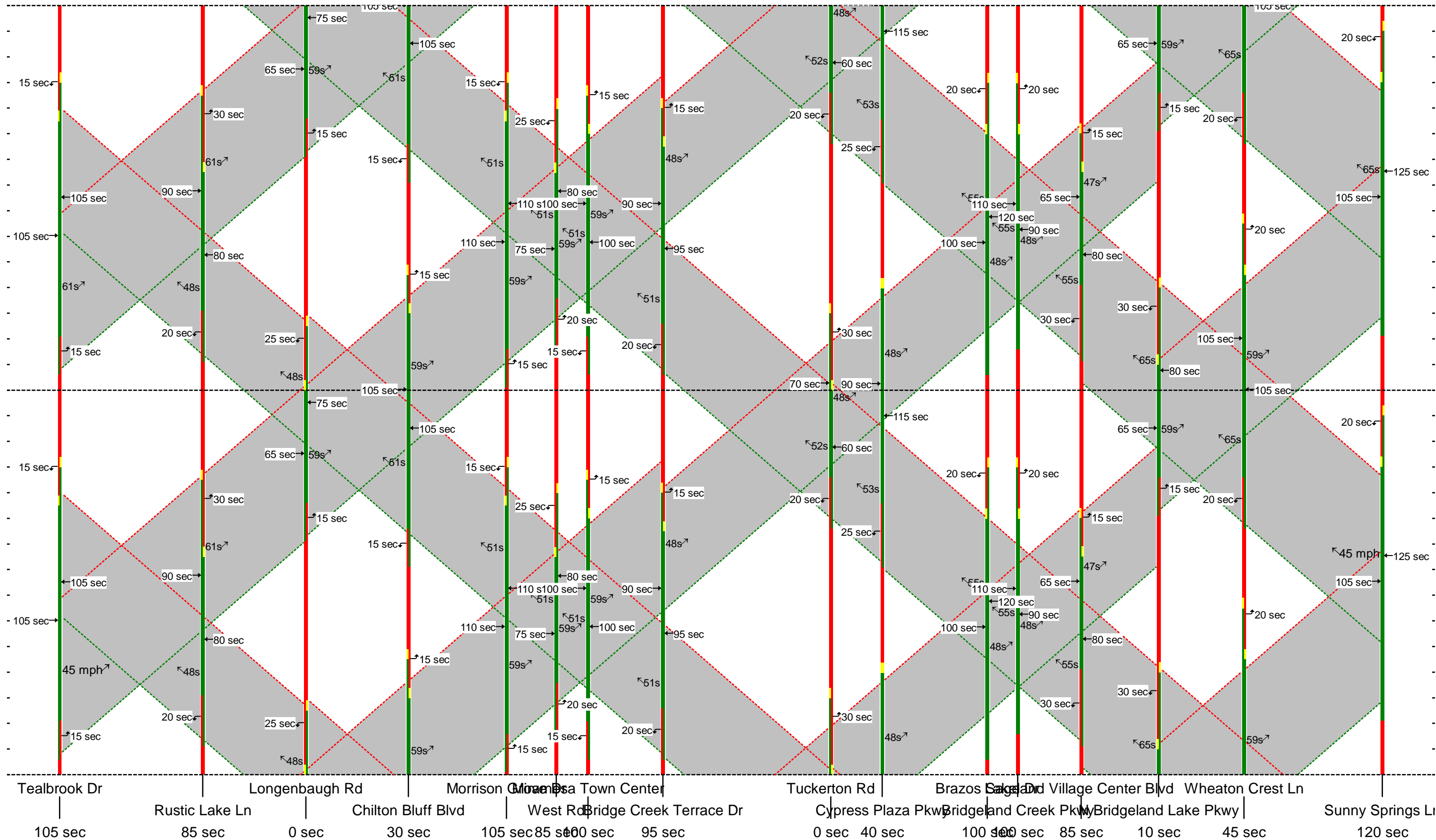
Splits and Phases: 101: Fry Rd & US 290 EBFR

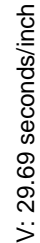
#1 Ø1 24 s	#1 Ø2 29 s	#1 Ø4 (R) 28 s	#1 Ø12 29 s
#101 Ø5 24 s	#101 Ø6 29 s	#101 Ø8 (R) 28 s	#101 Ø16 29 s

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Protected Phases	1	2	4	5	6	8	12	16
Permitted Phases								
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	24.0	29.0	28.0	24.0	29.0	28.0	29.0	29.0
Total Split (%)	22%	26%	25%	22%	26%	25%	26%	26%
Maximum Green (s)	18.0	23.0	22.0	18.0	23.0	22.0	23.0	23.0
Yellow Time (s)	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
Lead/Lag	Lead	Lag		Lead	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max	C-Max	None	Max	C-Max	None	None
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
90th %ile Green (s)	0.0	23.0	75.0	0.0	23.0	75.0	0.0	0.0
90th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
70th %ile Green (s)	0.0	23.0	75.0	0.0	23.0	75.0	0.0	0.0
70th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
50th %ile Green (s)	0.0	23.0	75.0	0.0	23.0	75.0	0.0	0.0
50th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
30th %ile Green (s)	0.0	23.0	75.0	0.0	23.0	75.0	0.0	0.0
30th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
10th %ile Green (s)	0.0	23.0	75.0	0.0	23.0	75.0	0.0	0.0
10th %ile Term Code	Skip	MaxR	Coord	Skip	MaxR	Coord	Skip	Skip
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow								
Control Type: Actuated-Coordinated								

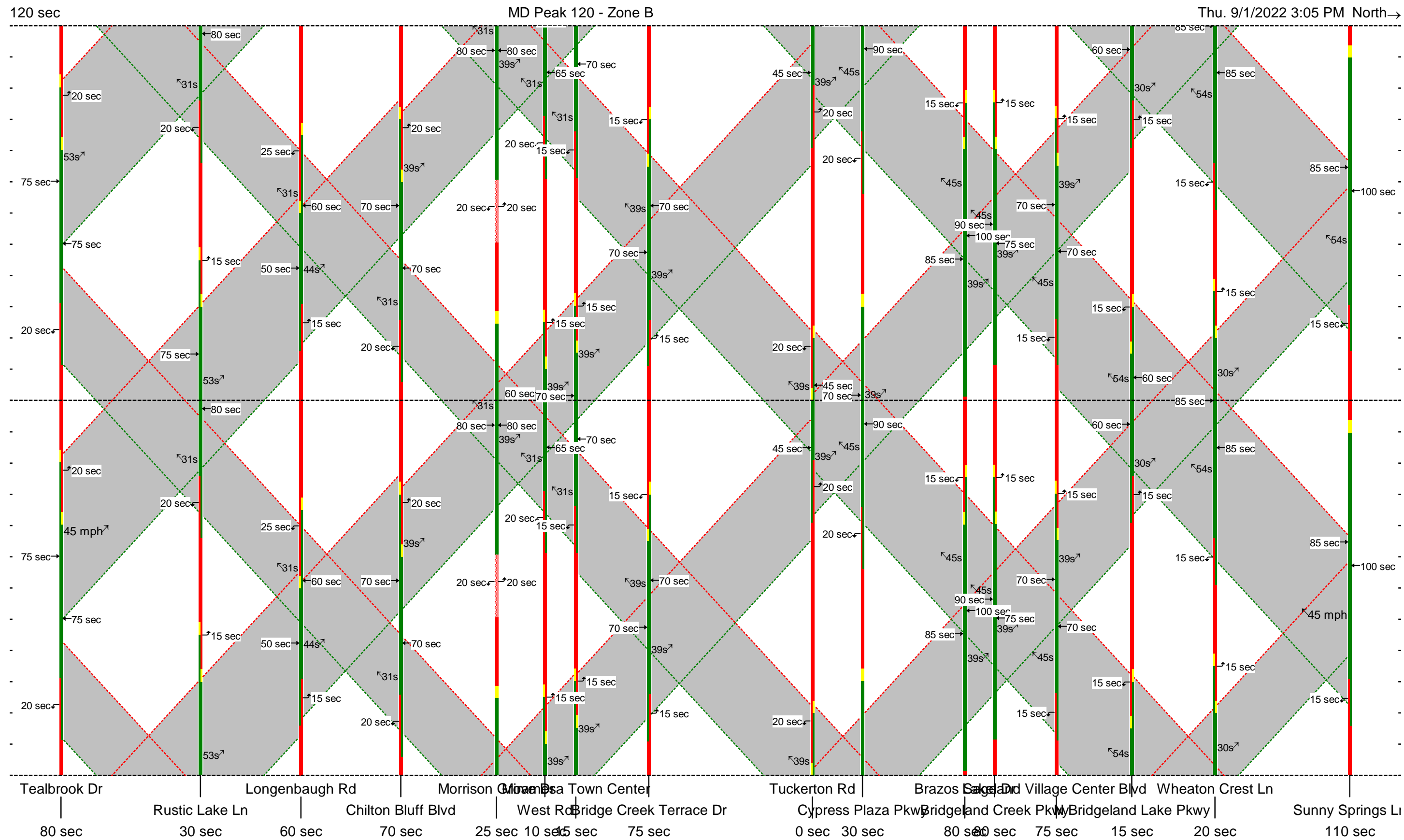
K:\Hou_Tptol067420017 Hc Fry Road Signal Timing\Modeling\Tru Traffic\Am 150 - Zone A.Dgm
Thursday, September 1, 2022, 3:05:22 PM



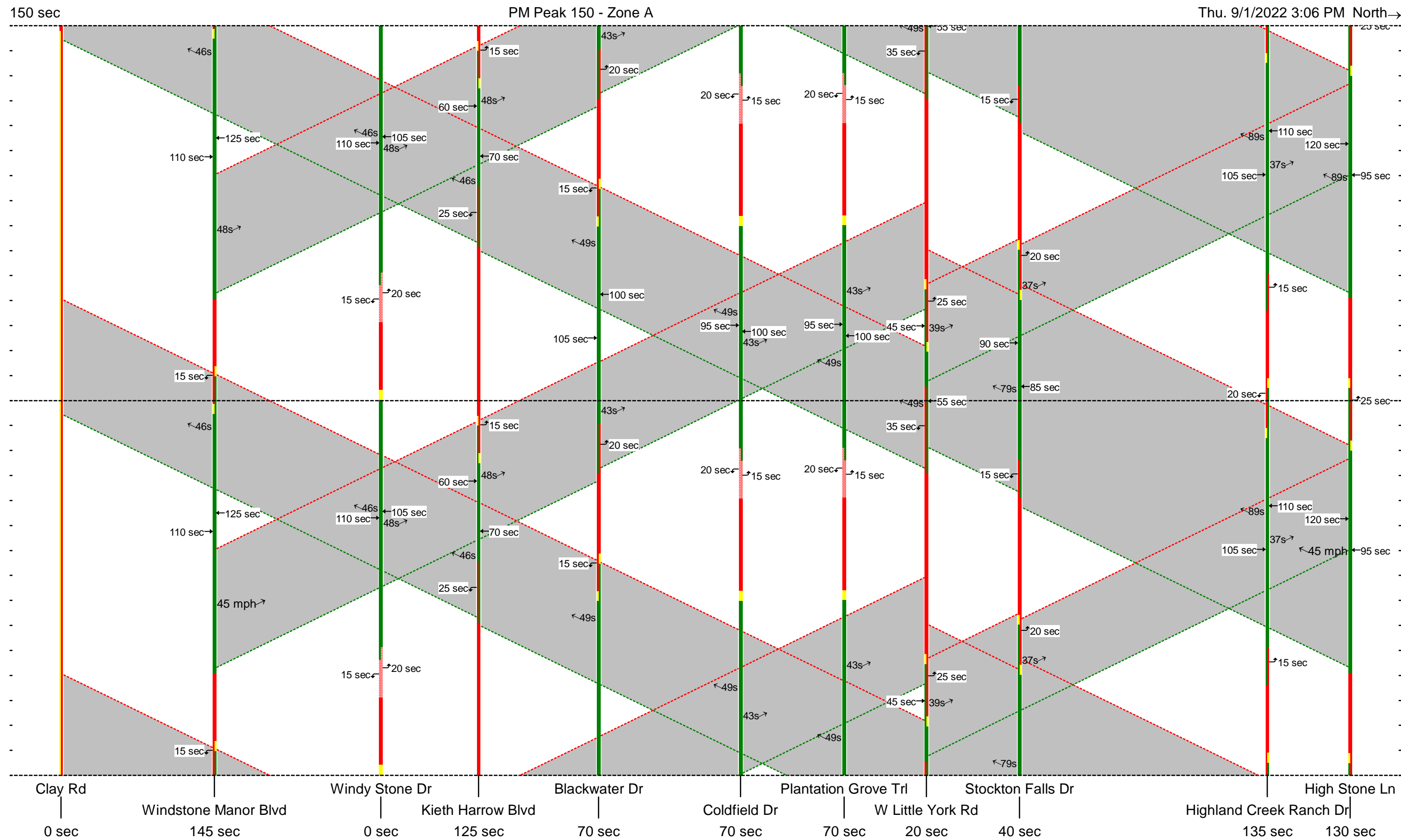


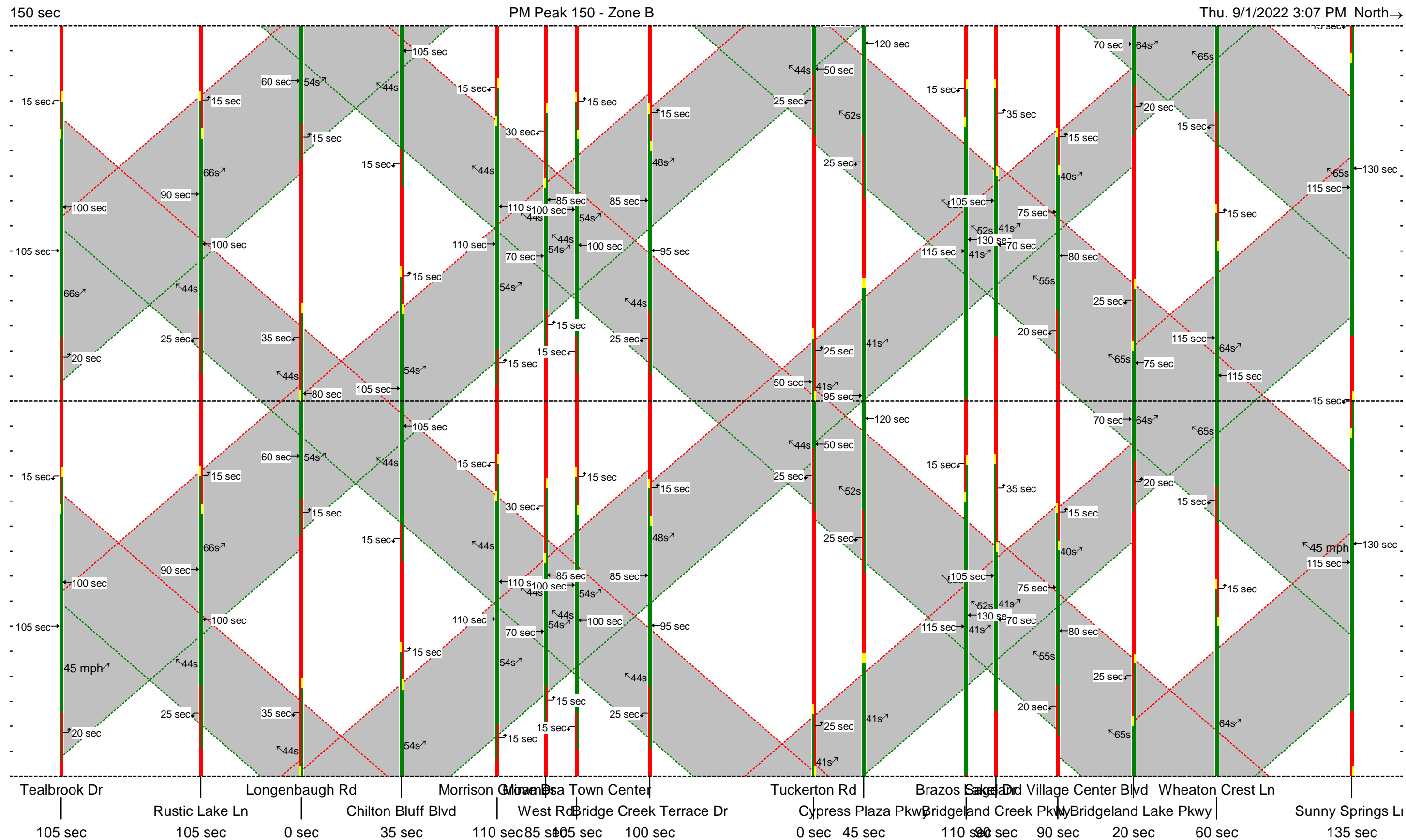


K:\Hou_Tpt0\067420017 Hc Fry Road Signal Timing\Modeling\Tru Traffic\Md 120 - Zone B.Dgm
Thursday, September 1, 2022, 3:05:53 PM

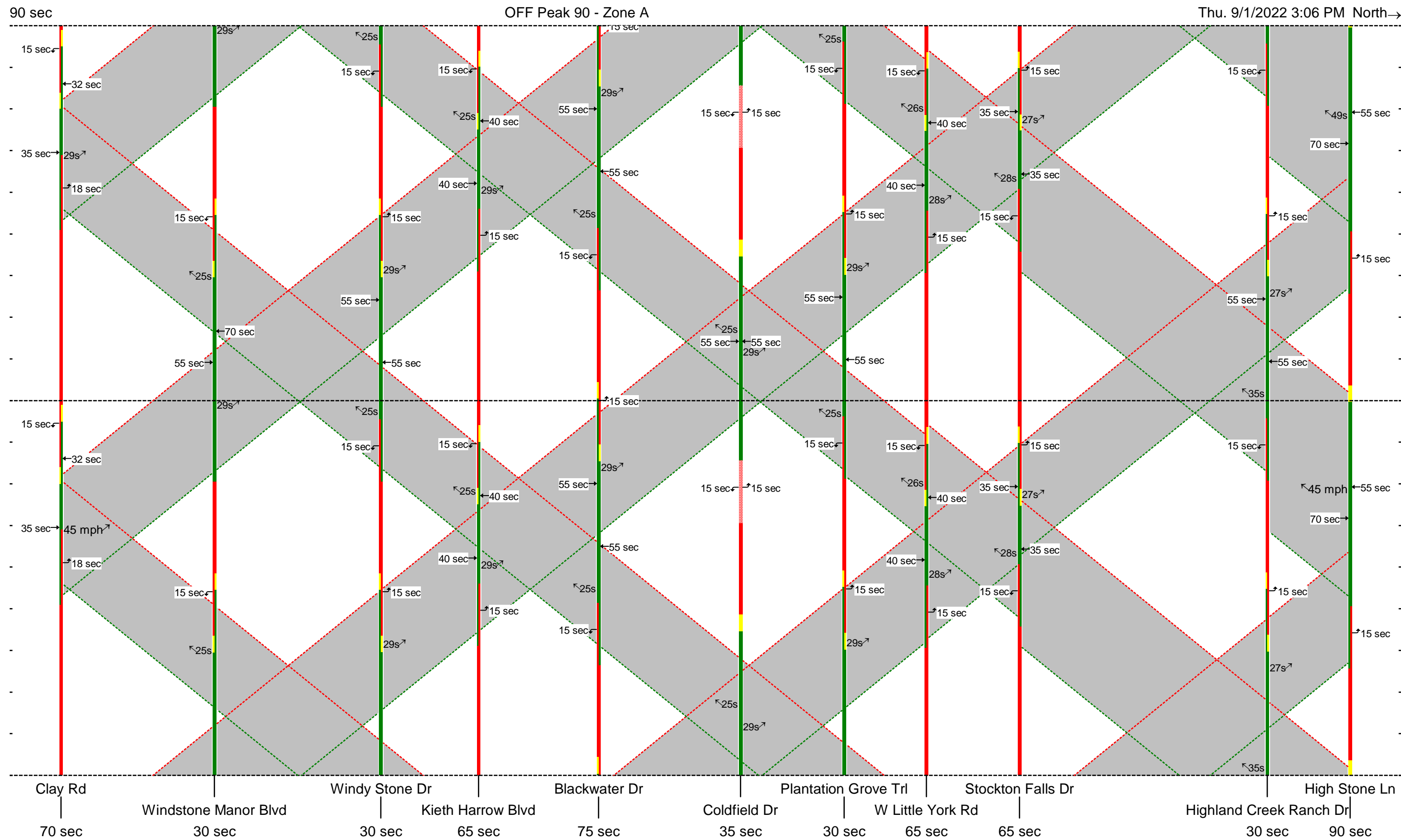


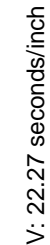
Thursday, September 1, 2022, 3:06:51 PM
K:\Hou_Tptol067420017 Hc Fry Road Signal Timing\Modeling\Tru Traffic\Pm 150 - Zone A.Dgm





K:\Hou_Tpt01067420017 Hc Fry Road Signal Timing\Modeling\Tru Traffic\Off 90 - Zone A.Dgm
Thursday, September 1, 2022, 3:06:14 PM





Appendix D: Summary Timing Sheets

Summary Timing Sheet and Phasing Diagram

For
Fry Rd @ Mound Rd &
House & Hahl Rd

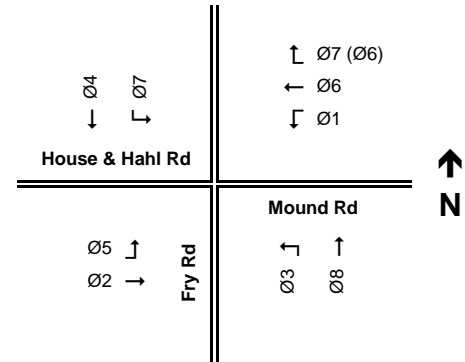


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: N/A



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	5.0	5.0	5.0	14.0	5.0	5.0	5.0	14.0
GAP/PASSAGE, EXT.	2.0	2.0	2.0	3.5	2.0	2.0	2.0	3.5
MAX 1	9.0	24.0	9.0	84.0	19.0	14.0	29.0	64.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
PED CLEARANCE	0.0	26.0	0.0	24.0	0.0	30.0	0.0	24.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1											
2											
3											
4											
5											
6											

N/A - Free

TIME OF DAY (TOD) SCHEDULE:

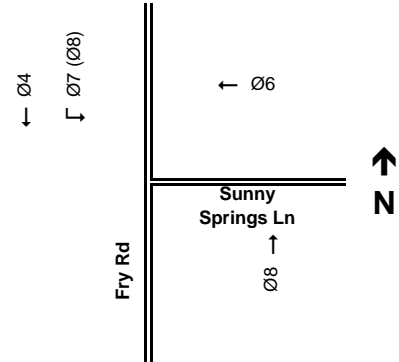
DAY TIME PLAN DAY TIME PLAN

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Sunny Springs Ln



NOTES

OMITTED PHASES:	Ø1, Ø2, Ø3, Ø5
OVERLAPS:	
COORDINATED PHASES:	Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	0.0	0.0	12.0	0.0	5.0	3.0	12.0
GAP/PASSAGE, EXT.	0.0	0.0	0.0	4.0	0.0	2.0	2.0	4.0
MAX 1	0.0	0.0	0.0	119.0	0.0	19.0	14.0	99.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK						7.0		7.0
PED CLEARANCE						23.0		15.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	110	1	0	0	0	100	0	20	15	85
2	150	120	2	0	0	0	125	0	25	20	105
3	150	135	2	0	0	0	130	0	20	15	115
4	90	10	2	0	0	0	70	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram

For
Fry Rd @ Wheaton Crest Ln
& Durango Falls Ln

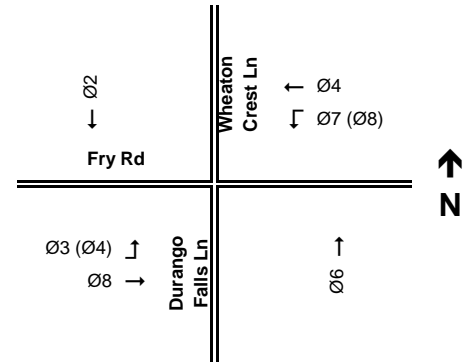


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	5.0	3.0	12.0	0.0	5.0	3.0	12.0
GAP/PASSAGE, EXT.	0.0	2.0	2.0	4.0	0.0	2.0	2.0	4.0
MAX 1	0.0	19.0	14.0	99.0	0.0	19.0	14.0	99.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0		7.0		7.0
PED CLEARANCE		26.0		26.0		26.0		26.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	20	3	0	20	15	85	0	20	15	85
2	150	45	3	0	25	20	105	0	25	20	105
3	150	60	3	0	20	15	115	0	20	15	115
4	90	55	1	0	20	15	55	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram

For

Fry Rd @ N Bridgeland Lake Pkwy &
Cypress N Houston Rd

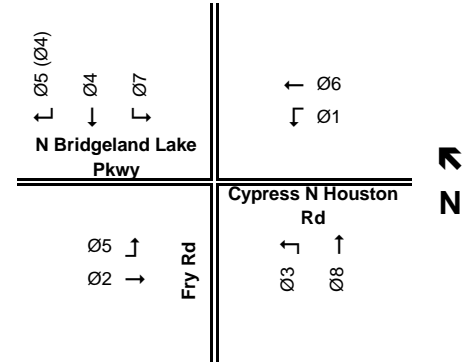


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	3.0	5.0	3.0	12.0	3.0	5.0	3.0	12.0
GAP/PASSAGE, EXT.	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
MAX 1	24.0	19.0	9.0	74.0	19.0	24.0	24.0	59.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0		7.0		7.0
PED CLEARANCE		28.0		28.0		30.0		26.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	15	2	25	20	15	60	25	20	15	60
2	150	10	2	30	25	15	80	25	30	30	65
3	150	20	2	35	20	20	75	20	35	25	70
4	90	0	3	15	20	15	40	15	20	15	40
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Warner Smith Blvd & Apple River Dr

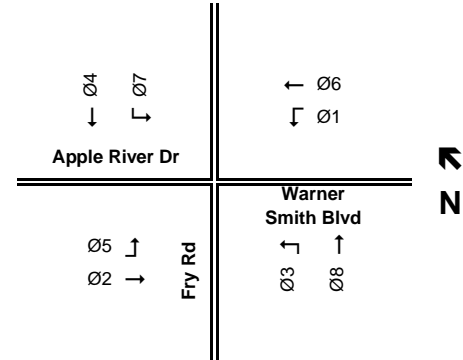


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	3.0	5.0	3.0	12.0	3.0	5.0	3.0	12.0
GAP/PASSAGE, EXT.	3.0	2.0	2.0	4.0	2.0	3.0	3.0	4.0
MAX 1	29.0	14.0	9.0	74.0	14.0	29.0	24.0	59.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0		7.0		7.0
PED CLEARANCE		34.0		34.0		34.0		34.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	75	11	15	20	15	70	15	20	15	70
2	150	85	11	35	20	15	80	20	35	30	65
3	150	90	11	35	20	15	80	15	40	20	75
4	90	85	10	15	20	15	40	15	20	15	40
5											
6											

TIME OF DAY (TOD) SCHEDULE:

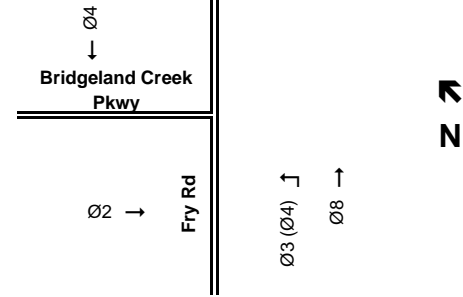
DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Bridgeland Creek Pkwy



NOTES

OMITTED PHASES: Ø1, Ø5, Ø6, Ø7
OVERLAPS:
COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	5.0	3.0	12.0	0.0	0.0	0.0	12.0
GAP/PASSAGE, EXT.	0.0	3.0	2.0	4.0	0.0	0.0	0.0	4.0
MAX 1	0.0	34.0	14.0	84.0	0.0	0.0	0.0	104.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0				
PED CLEARANCE		25.0		28.0				

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	80	3	0	30	15	75	0	0	0	90
2	150	100	3	0	40	20	90	0	0	0	110
3	150	90	3	0	45	35	70	0	0	0	105
4	90	50	3	0	20	15	55	0	0	0	70
5											
6											

TIME OF DAY (TOD) SCHEDULE:

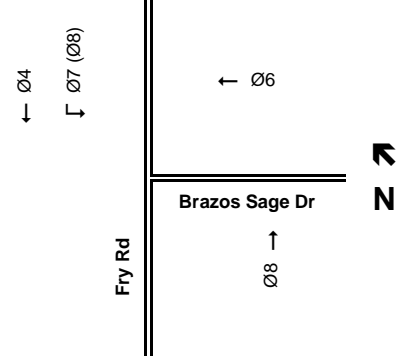
DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Brazos Sage Dr



NOTES

OMITTED PHASES:	Ø1, Ø2, Ø3, Ø5
OVERLAPS:	
COORDINATED PHASES:	Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	0.0	0.0	12.0	0.0	5.0	3.0	12.0
GAP/PASSAGE, EXT.	0.0	0.0	0.0	4.0	0.0	3.0	2.0	4.0
MAX 1	0.0	0.0	0.0	114.0	0.0	24.0	14.0	94.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK						7.0		7.0
PED CLEARANCE						30.0		28.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	80	2	0	0	0	100	0	20	15	85
2	150	100	2	0	0	0	120	0	30	20	100
3	150	110	2	0	0	0	130	0	20	15	115
4	90	65	1	0	0	0	70	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

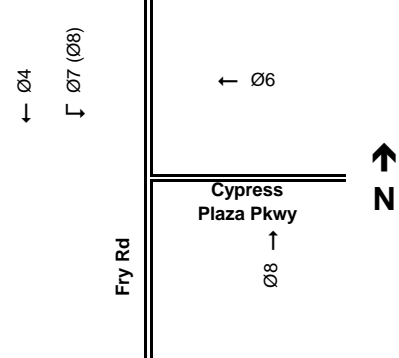
DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Cypress Plaza Pkwy



NOTES

OMITTED PHASES:	Ø1, Ø2, Ø3, Ø5
OVERLAPS:	
COORDINATED PHASES:	Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	0.0	0.0	12.0	0.0	3.0	3.0	12.0
GAP/PASSAGE, EXT.	0.0	0.0	0.0	4.0	0.0	3.0	2.0	4.0
MAX 1	0.0	0.0	0.0	109.0	0.0	29.0	19.0	84.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK						7.0		7.0
PED CLEARANCE						29.0		29.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	30	1	0	0	0	90	0	30	20	70
2	150	40	1	0	0	0	115	0	35	25	90
3	150	45	1	0	0	0	120	0	30	25	95
4	90	20	1	0	0	0	70	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Tuckerton Rd

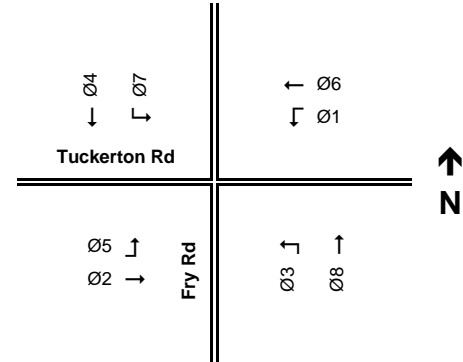


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	5.0	8.0	5.0	12.0	5.0	8.0	5.0	12.0
GAP/PASSAGE, EXT.	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
MAX 1	19.0	29.0	24.0	54.0	19.0	29.0	14.0	64.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0		7.0		7.0
PED CLEARANCE		35.0		34.0		35.0		34.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	0	2	25	30	20	45	20	35	20	45
2	150	0	3	25	35	30	60	25	35	20	70
3	150	0	3	35	40	25	50	30	45	25	50
4	90	0	1	15	20	15	40	15	20	15	40
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Bridge Creek Terrace Dr & Miramesa Dr

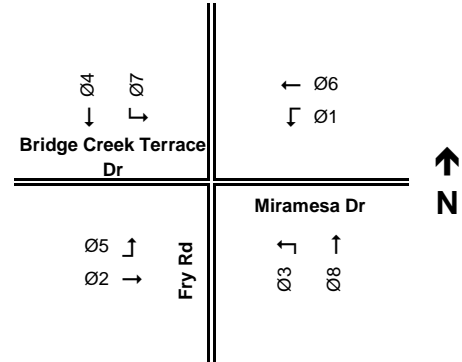


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	3.0	5.0	3.0	12.0	3.0	5.0	3.0	12.0
GAP/PASSAGE, EXT.	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
MAX 1	9.0	19.0	9.0	89.0	9.0	19.0	14.0	84.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0		7.0		7.0
PED CLEARANCE		26.0		23.0		26.0		23.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	75	2	15	20	15	70	15	20	15	70
2	150	95	3	15	25	15	95	15	25	20	90
3	150	100	3	20	20	15	95	20	20	25	85
4	90	40	2	15	20	15	40	15	20	15	40
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Miramesa Town Center

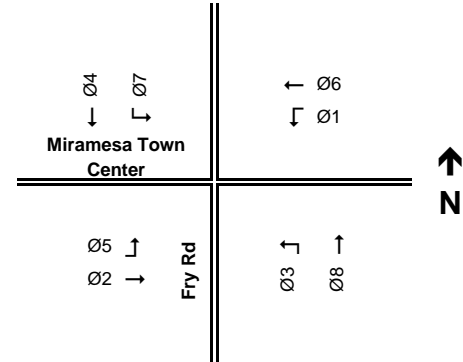


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	3.0	3.0	3.0	12.0	3.0	3.0	3.0	12.0
GAP/PASSAGE, EXT.	2.0	2.0	2.0	4.0	2.0	2.0	2.0	4.0
MAX 1	9.0	14.0	9.0	94.0	9.0	14.0	9.0	94.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0		7.0		7.0
PED CLEARANCE		36.0		21.0		36.0		21.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	15	3	15	20	15	70	15	20	15	70
2	150	100	3	15	20	15	100	15	20	15	100
3	150	105	3	15	20	15	100	15	20	15	100
4	90	85	3	15	20	15	40	15	20	15	40
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ West Rd

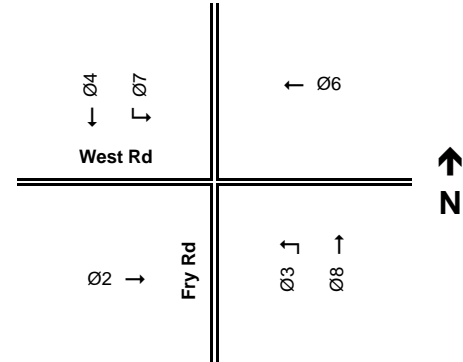


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	3.0	5.0	3.0	12.0	3.0	5.0	3.0	12.0
GAP/PASSAGE, EXT.	3.0	2.0	2.0	4.0	2.0	3.0	3.0	4.0
MAX 1	19.0	19.0	14.0	74.0	9.0	29.0	19.0	69.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0		7.0		7.0
PED CLEARANCE		26.0		24.0		26.0		24.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	10	3	20	20	15	65	15	25	20	60
2	150	85	2	25	25	20	80	15	35	25	75
3	150	85	2	30	20	15	85	20	30	30	70
4	90	0	1	15	20	15	40	15	20	15	40
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Morrison Grove Dr

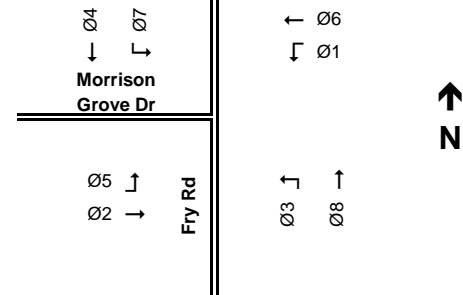


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	5.0	5.0	12.0	0.0	5.0	5.0	12.0
GAP/PASSAGE, EXT.	0.0	3.0	2.0	4.0	0.0	3.0	2.0	4.0
MAX 1	0.0	19.0	9.0	104.0	0.0	19.0	9.0	104.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		5.0		5.0		5.0		5.0
PED CLEARANCE		24.0		14.0		24.0		14.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	25	1	0	20	20	80	0	20	20	80
2	150	105	2	0	25	15	110	0	25	15	110
3	150	110	2	0	25	15	110	0	25	15	110
4	90	0	2	0	20	15	55	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram

For
Fry Rd @ Chilton Bluff Blvd
& Maricopa Ridge Dr

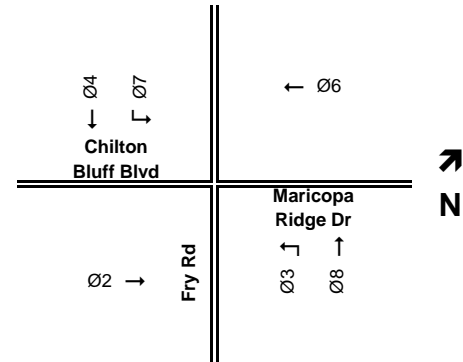


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	8.0	5.0	8.0	0.0	8.0	5.0	8.0
GAP/PASSAGE, EXT.	0.0	4.0	2.0	4.0	0.0	4.0	2.0	4.0
MAX 1	0.0	24.0	9.0	99.0	0.0	24.0	9.0	99.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0		6.0		6.0
PED CLEARANCE		31.0		23.0		31.0		23.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	70	3	0	30	20	70	0	30	20	70
2	150	30	3	0	30	15	105	0	30	15	105
3	150	35	3	0	30	15	105	0	30	15	105
4	90	45	2	0	20	15	55	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Longenbaugh Rd

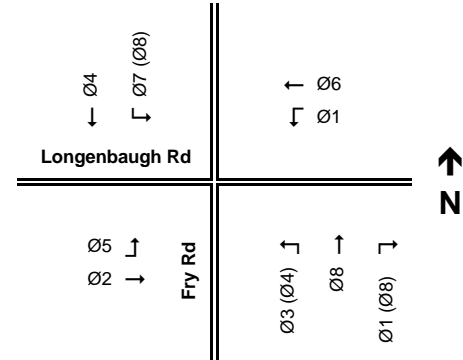


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	5.0	6.0	6.0	12.0	6.0	6.0	5.0	12.0
GAP/PASSAGE, EXT.	1.5	2.0	2.0	4.0	2.0	2.0	1.5	4.0
MAX 1	29.0	19.0	9.0	69.0	9.0	39.0	19.0	59.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		6.0		6.0		6.0		6.0
PED CLEARANCE		32.0		32.0		32.0		32.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	60	2	25	20	15	60	15	30	25	50
2	150	0	2	35	25	15	75	15	45	25	65
3	150	0	2	35	20	15	80	20	35	35	60
4	90	0	1	15	20	15	40	15	20	15	40
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Rustic Lake Ln

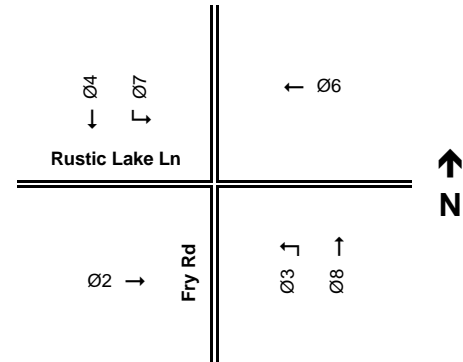


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	5.0	5.0	12.0	0.0	5.0	5.0	12.0
GAP/PASSAGE, EXT.	0.0	2.0	2.0	4.0	0.0	2.0	2.0	4.0
MAX 1	0.0	34.0	24.0	74.0	0.0	34.0	14.0	84.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0		7.0		7.0
PED CLEARANCE		27.0		16.0		27.0		16.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	30	3	0	25	15	80	0	25	20	75
2	150	85	3	0	40	30	80	0	40	20	90
3	150	105	3	0	35	15	100	0	35	25	90
4	90	45	3	0	20	15	55	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Tealbrook Dr

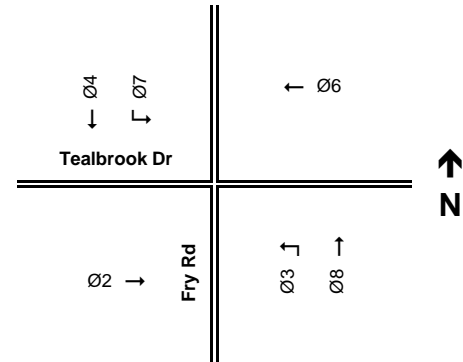


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	5.0	3.0	7.0	0.0	5.0	3.0	7.0
GAP/PASSAGE, EXT.	0.0	2.0	2.0	4.0	0.0	2.0	2.0	4.0
MAX 1	0.0	24.0	9.0	99.0	0.0	24.0	9.0	99.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		5.0		5.0		5.0		5.0
PED CLEARANCE		24.0		22.0		24.0		22.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	80	3	0	25	20	75	0	25	20	75
2	150	105	2	0	30	15	105	0	30	15	105
3	150	105	2	0	30	20	100	0	30	15	105
4	90	5	3	0	20	15	55	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

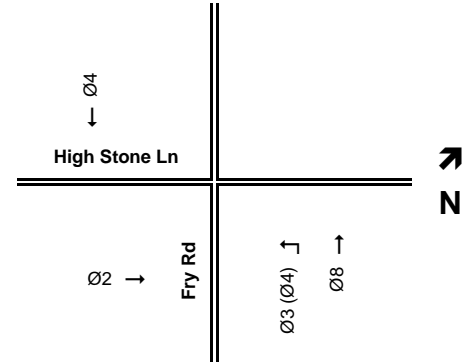
DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ High Stone Ln



NOTES

OMITTED PHASES:	Ø1, Ø5, Ø6, Ø7
OVERLAPS:	
COORDINATED PHASES:	Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	5.0	3.0	7.0	0.0	0.0	0.0	7.0
GAP/PASSAGE, EXT.	0.0	2.0	2.0	4.0	0.0	0.0	0.0	4.0
MAX 1	0.0	24.0	14.0	94.0	0.0	0.0	0.0	114.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0				
PED CLEARANCE		22.0		28.0				

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	90	3	0	25	20	75	0	0	0	95
2	150	125	3	0	30	20	100	0	0	0	120
3	150	130	3	0	30	25	95	0	0	0	120
4	90	90	1	0	20	15	55	0	0	0	70
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For

Fry Rd @ Arbor Creek Dr
& Highland Creek Ranch Dr

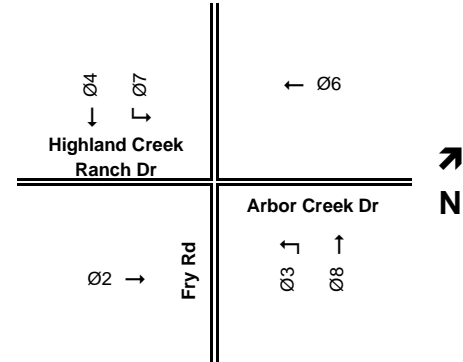


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	5.0	3.0	14.0	0.0	5.0	5.0	14.0
GAP/PASSAGE, EXT.	0.0	2.0	2.0	4.0	0.0	2.0	2.0	4.0
MAX 1	0.0	19.0	9.0	104.0	0.0	19.0	9.0	104.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0		7.0		7.0
PED CLEARANCE		24.0		28.0		24.0		28.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	90	2	0	25	20	75	0	25	20	75
2	150	130	2	0	25	15	110	0	25	15	110
3	150	135	2	0	25	15	110	0	25	20	105
4	90	30	3	0	20	15	55	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Stockton Falls Dr & Cannon Fire Dr

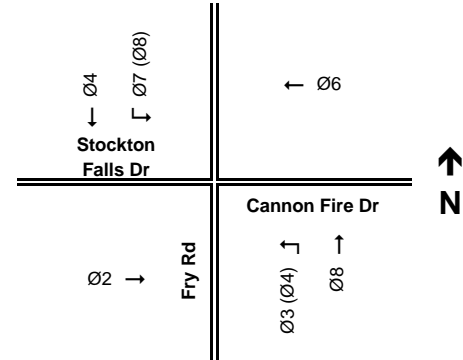


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	5.0	5.0	8.0	0.0	5.0	5.0	8.0
GAP/PASSAGE, EXT.	0.0	3.0	2.0	4.0	0.0	3.0	2.0	4.0
MAX 1	0.0	14.0	9.0	89.0	0.0	14.0	9.0	89.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		7.0		7.0		7.0		7.0
PED CLEARANCE		25.0		25.0		25.0		25.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	25	3	0	20	20	60	0	20	20	60
2	150	40	3	0	20	15	95	0	20	15	95
3	150	40	3	0	25	20	85	0	20	15	90
4	90	65	3	0	20	15	35	0	20	15	35
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ W Little York Rd

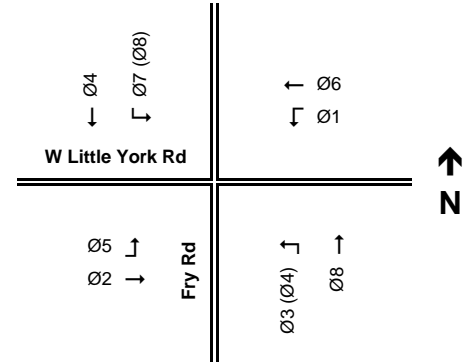


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	3.0	7.0	3.0	7.0	3.0	7.0	5.0	7.0
GAP/PASSAGE, EXT.	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
MAX 1	29.0	24.0	14.0	59.0	19.0	34.0	24.0	49.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		5.0		5.0		5.0		5.0
PED CLEARANCE		24.0		26.0		24.0		26.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	25	5	30	25	20	45	25	30	25	40
2	150	20	7	35	30	20	65	25	40	30	55
3	150	20	7	35	35	25	55	30	40	35	45
4	90	65	6	15	20	15	40	15	20	15	40
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Plantation Grove Trail

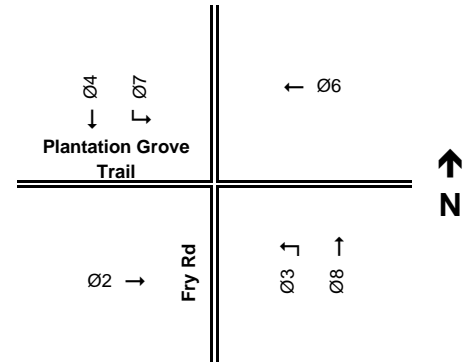


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	5.0	3.0	7.0	0.0	5.0	3.0	7.0
GAP/PASSAGE, EXT.	0.0	2.0	2.0	4.0	0.0	2.0	2.0	4.0
MAX 1	0.0	19.0	9.0	104.0	0.0	19.0	9.0	104.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		5.0		5.0		5.0		5.0
PED CLEARANCE		18.0		8.0		18.0		16.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	35	2	0	20	20	80	0	20	20	80
2	150	75	1	0	25	15	110	0	25	15	110
3	150	70	1	0	35	15	100	0	35	20	95
4	90	30	3	0	20	15	55	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Coldfield Dr

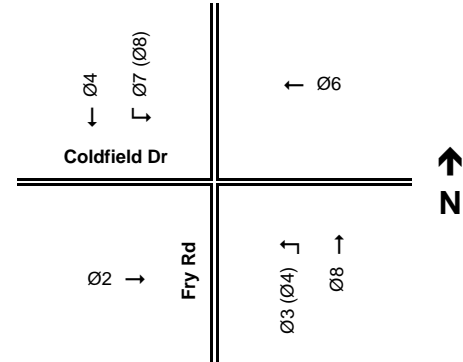


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	5.0	3.0	10.0	0.0	5.0	3.0	10.0
GAP/PASSAGE, EXT.	0.0	3.0	2.0	4.0	0.0	3.0	2.0	4.0
MAX 1	0.0	19.0	9.0	104.0	0.0	19.0	9.0	104.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		5.0		5.0		5.0		5.0
PED CLEARANCE		18.0		12.0		18.0		12.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	95	3	0	25	20	75	0	25	20	75
2	150	80	1	0	25	15	110	0	25	15	110
3	150	70	1	0	35	15	100	0	35	20	95
4	90	35	1	0	20	15	55	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram

For
Fry Rd @ Bear Hunters Dr
& Blackwater Dr

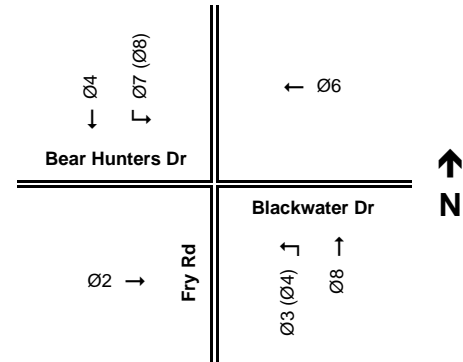


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	5.0	3.0	7.0	0.0	5.0	3.0	7.0
GAP/PASSAGE, EXT.	0.0	2.0	2.0	4.0	0.0	0.2	2.0	4.0
MAX 1	0.0	19.0	9.0	104.0	0.0	19.0	9.0	104.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		5.0		5.0		5.0		5.0
PED CLEARANCE		18.0		24.0		18.0		24.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	105	1	0	25	20	75	0	25	20	75
2	150	70	2	0	25	15	110	0	25	15	110
3	150	70	2	0	30	20	100	0	30	15	105
4	90	75	3	0	20	15	55	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Kieth Harrow Blvd

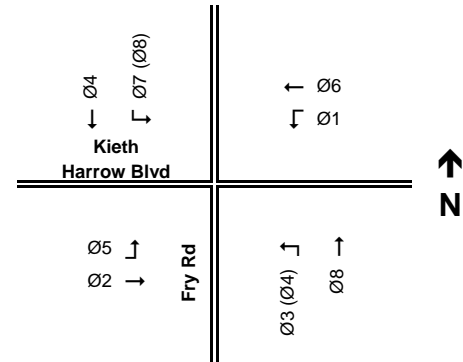


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	3.0	5.0	3.0	12.0	3.0	5.0	3.0	12.0
GAP/PASSAGE, EXT.	2.0	3.0	2.0	4.0	2.0	3.0	2.0	4.0
MAX 1	9.0	34.0	9.0	74.0	24.0	19.0	24.0	59.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		5.0		5.0		5.0		5.0
PED CLEARANCE		24.0		24.0		24.0		24.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	85	2	20	25	15	60	25	20	20	55
2	150	125	3	15	40	15	80	30	25	30	65
3	150	125	3	15	50	15	70	35	30	25	60
4	90	65	3	15	20	15	40	20	15	15	40
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Windystone Dr

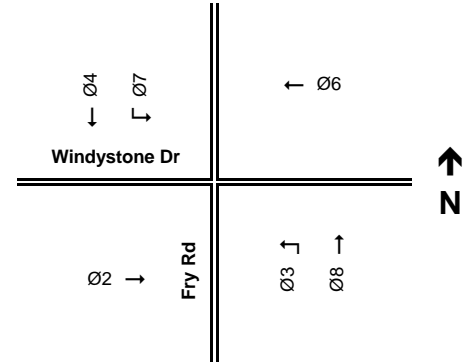


NOTES

OMITTED PHASES:

OVERLAPS:

COORDINATED PHASES: Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	5.0	3.0	7.0	0.0	5.0	3.0	7.0
GAP/PASSAGE, EXT.	0.0	2.0	2.0	4.0	0.0	2.0	2.0	4.0
MAX 1	0.0	19.0	9.0	104.0	0.0	19.0	9.0	104.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK		5.0		5.0		5.0		5.0
PED CLEARANCE		20.0		24.0		20.0		24.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	35	3	0	25	20	75	0	25	20	75
2	150	0	1	0	25	15	110	0	25	15	110
3	150	0	1	0	25	20	105	0	25	15	110
4	90	30	3	0	20	15	55	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

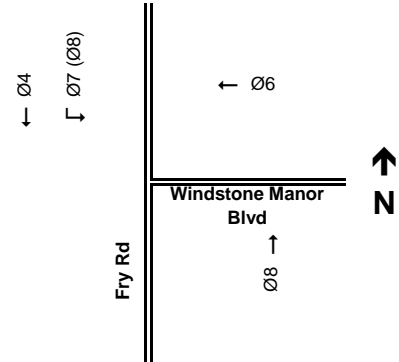
DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			

Summary Timing Sheet and Phasing Diagram For Fry Rd @ Windstone Manor Blvd



NOTES

OMITTED PHASES:	Ø1, Ø2, Ø3, Ø5
OVERLAPS:	
COORDINATED PHASES:	Ø4+Ø8



PHASE VEHICLE BASIC TIMING DATA

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
MIN GREEN	0.0	0.0	0.0	12.0	0.0	6.0	5.0	12.0
GAP/PASSAGE, EXT.	0.0	0.0	0.0	4.0	0.0	4.0	2.0	4.0
MAX 1	0.0	0.0	0.0	119.0	0.0	19.0	14.0	99.0
MAX 2								
YELLOW CHANGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
WALK						6.0		6.0
PED CLEARANCE						22.0		25.0

COORDINATION TIMING DATA

				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	40	2	0	0	0	100	0	20	20	80
2	150	140	2	0	0	0	125	0	25	20	105
3	150	145	2	0	0	0	125	0	25	15	110
4	90	30	2	0	0	0	70	0	20	15	55
5											
6											

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00	99	S-S	0:00	99
	6:00	2		6:00	4
	9:00	1		9:00	1
	16:00	3		22:00	99
	19:00	4			
	22:00	99			