Traffic Signal Timing Optimization

Fry Road Harris County, Texas

Draft Report

Prepared for:



Prepared by:

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September 2022



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

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

			Major LT	Cross Street LT	C	ycle Lengt	hs
Node	Main	Side Street	Phasing	Phasing		MD 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 Centracs, are being used at all project intersections. Communication is being provided to all project intersections along Fry Road using fiber optic cable and Centracs 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 SynchroTM Models

SynchroTM 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)

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

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

		a	Major LT	Cross Street LT		Cycle L	engths	
Node	Main	Side Street	Phasing	Phasing	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 rightturn 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 northand 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 northand 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 northand 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 northand 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

KHA 067420017 September 2022



Appendix A: Traffic Data

KHA 067420017 September 2022

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

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

NS/EW Streets:		Fry F	Rd			Fry I	Rd			Mound	l Rd			Mound	d Rd		
		NORTHI	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	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	TOTAL
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	284 268	5 2	0	46 37	218 170	24 21	0	36 54	9 12	16 7	0	4 13	12 14	79 77	0	737
8:15 AM	2	268	2	'	37	170	21	U	54	12	/	U	13	14	//	U	678
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	24	2330	23	1	273	1865	174	2	444	78	107	0	75	87	684	0	6167
APPROACH %'s:	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 :		07:00 AM -															TOTAL
PEAK HR VOL :	15	1175	12	0	139	955	100	1	247	36	51	0	34	48	398	0	3211
PEAK HR FACTOR :	0.625	0.918	0.500	0.000	0.724	0.838	0.735	0.250	0.936	0.692	0.981	0.000	0.850	0.667	0.948	0.000	0.933
		0.92	22			0.8	14			0.93	38			0.94	15		
		NORTHI	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
PM	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	TOTAL
4:30 PM	7	NT 260	NR 9	NU 0	SL 80	ST 351											TOTAL 950
4:45 PM							SR 49 49	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:45 PM 5:00 PM	7 8 9	260 214 220	9	0 1 0	80 64 76	351 299 342	SR 49 49 42	SU 0	51 48 49	ET 29 39 29	ER 24 28 27	0 0 0	WL 8 11 8	WT 10 26 23	WR 72 113 118	0 0 0	950 911 948
4:45 PM 5:00 PM 5:15 PM	7 8 9 7	260 214 220 153	9 9 4 6	0 1 0 0	80 64 76 92	351 299 342 372	SR 49 49 42 59	SU 0 2 1 1	51 48 49 44	29 39 29 26	ER 24 28 27 30	0 0 0 0	WL 8 11 8 7	WT 10 26 23 24	WR 72 113 118 126	WU 0 0 0	950 911 948 947
4:45 PM 5:00 PM 5:15 PM 5:30 PM	7 8 9 7 13	260 214 220 153 196	9 9 4 6 3	0 1 0	80 64 76 92 80	351 299 342 372 319	SR 49 49 42 59 39	SU 0 2 1 1 0	51 48 49 44 56	29 39 29 26 25	ER 24 28 27 30 23	0 0 0 0 0	WL 8 11 8 7 9	WT 10 26 23 24 20	WR 72 113 118 126 112	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	950 911 948 947 897
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	7 8 9 7 13 7	260 214 220 153 196 162	9 9 4 6 3 4	0 1 0 0 1 1	80 64 76 92 80 82	351 299 342 372 319 383	SR 49 49 42 59 39 43	SU 0 2 1 1 1 0 0 0	EL 51 48 49 44 56 51	29 39 29 26 25 32	ER 24 28 27 30 23 19	0 0 0 0 1	WL 8 11 8 7 9	WT 10 26 23 24 20 19	WR 72 113 118 126 112 80	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	950 911 948 947 897 887
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	7 8 9 7 13 7	260 214 220 153 196 162 258	9 9 4 6 3 4 7	0 1 0 0 1 1	80 64 76 92 80 82 91	351 299 342 372 319 383 359	SR 49 49 42 59 39 43 42	SU 0 2 1 1 1 0 0 0 0	EL 51 48 49 44 56 51 47	29 39 29 26 25 32 25	ER 24 28 27 30 23 19 24	EU 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 11 8 7 9 4	WT 10 26 23 24 20 19 7	WR 72 113 118 126 112 80 92	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	950 911 948 947 897 887 974
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	7 8 9 7 13 7	260 214 220 153 196 162	9 9 4 6 3 4	0 1 0 0 1 1	80 64 76 92 80 82	351 299 342 372 319 383	SR 49 49 42 59 39 43	SU 0 2 1 1 1 0 0 0	EL 51 48 49 44 56 51	29 39 29 26 25 32	ER 24 28 27 30 23 19	0 0 0 0 1	WL 8 11 8 7 9	WT 10 26 23 24 20 19	WR 72 113 118 126 112 80	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	950 911 948 947 897 887
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	7 8 9 7 13 7 9 8	260 214 220 153 196 162 258 211	9 9 4 6 3 4 7 4 NR	0 1 0 0 1 1 1	80 64 76 92 80 82 91 86	351 299 342 372 319 383 359 313	SR 49 49 42 59 39 43 42 42 SR	SU 0 2 1 1 0 0 0 0 0 SU SU	EL 51 48 49 44 56 51 47 56 EL	ET 29 39 29 26 25 32 25 33 ET	ER 24 28 27 30 23 19 24 30 ER	EU 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 11 8 7 9 4 13 5 WL	WT 10 26 23 24 20 19 7 19 WT	WR 72 113 118 126 112 80 92 81 WR	0 0 0 0 0 0 0 0	950 911 948 947 897 887 974 889
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	7 8 9 7 13 7 9 8 NL 68	260 214 220 153 196 162 258 211 NT 1674	9 9 4 6 3 4 7 4 NR 46	0 1 0 0 1 1 1 0 1	80 64 76 92 80 82 91 86	351 299 342 372 319 383 359 313 ST 2738	SR 49 49 42 59 39 43 42 42 SR 365	SU 0 2 1 1 1 0 0 0 0 0 SU 4	EL 51 48 49 44 56 51 47 56 EL 402	ET 29 39 29 26 25 32 25 33 ET 238	ER 24 28 27 30 23 19 24 30 ER 205	EU 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 11 8 7 9 4 113 5 WL 65	WT 10 26 23 24 20 19 7 19 WT 148	WR 72 113 118 126 112 80 92 81 WR 794	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	950 911 948 947 897 887 974 889
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 6:00 PM 6:15 PM	7 8 9 7 13 7 9 8 NL 68 3.79%	260 214 220 153 196 162 258 211 NT 1674 93.42%	9 9 4 6 3 4 7 4 NR 46 2.57%	0 1 0 0 1 1 1	80 64 76 92 80 82 91 86	351 299 342 372 319 383 359 313	SR 49 49 42 59 39 43 42 42 SR	SU 0 2 1 1 0 0 0 0 0 SU SU	EL 51 48 49 44 56 51 47 56 EL	ET 29 39 29 26 25 32 25 33 ET	ER 24 28 27 30 23 19 24 30 ER	EU 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 11 8 7 9 4 13 5 WL	WT 10 26 23 24 20 19 7 19 WT	WR 72 113 118 126 112 80 92 81 WR	0 0 0 0 0 0 0 0	950 911 948 947 897 887 974 889 TOTAL 7403
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES : APPROACH % 5:	7 8 9 7 13 7 9 8 NL 68 3.79%	260 214 220 153 196 162 258 211 NT 1674 93.42% 04:30 PM -	9 9 4 6 3 4 7 4 NR 46 2.57% O5:30 PM	0 1 0 0 1 1 1 0 1 NU 4 0.22%	80 64 76 92 80 82 91 86 SL 651 17.32%	351 299 342 372 319 383 359 313 ST 2738 72.86%	SR 49 49 42 59 39 43 42 42 42 SR 365 9.71%	SU 0 2 1 1 0 0 0 0 0 0 SU 4 0.11%	EL 51 48 49 44 56 51 47 56 EL 402 47.52%	ET 29 39 29 26 25 32 25 33 ET 238 28.13%	ER 24 28 27 30 23 19 24 30 ER 205 24.23%	EU 0 0 0 0 1 0 0 0 0 0 0 EU 1 0 0.12%	WL 8 11 8 7 9 4 13 5 WL 65 6.45%	WT 10 26 23 24 20 19 7 19 WT 148 14.70%	WR 72 113 118 126 112 80 92 81 WR 794 78.85%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	950 911 948 947 897 887 974 889 TOTAL 7403
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR' 20:	7 8 9 7 13 7 9 8 NL 68 3.79%	260 214 220 153 196 162 258 211 NT 1674 93.42% 04:30 PM -	9 9 4 6 3 4 7 4 NR 46 2.57% 05:30 PM 28	0 1 0 0 1 1 1 0 1 NU 4 0.22%	80 64 76 92 80 82 91 86 SL 651 17.32%	351 299 342 372 319 383 359 313 ST 2738 72.86%	SR 49 49 42 59 39 43 42 42 42 SR 365 9.71%	SU 0 2 1 1 1 0 0 0 0 0 0 SU 4 0.11%	EL 51 48 49 44 56 51 47 56 EL 402 47.52%	ET 29 39 29 26 25 32 25 33 ET 238 28.13%	ER 24 28 27 30 23 19 24 30 ER 205 24.23%	EU 0 0 0 1 0 0 0 0 EU 1 0.12%	WL 8 111 8 7 9 4 13 5 WL 65 6.45%	WT 10 26 23 24 20 19 7 19 WT 148 14.70%	WR 72 113 118 126 112 80 92 81 WR 794 78.85%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	950 911 948 947 897 887 974 889 TOTAL 7403
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES : APPROACH % 5:	7 8 9 7 13 7 9 8 NL 68 3.79%	260 214 220 153 196 162 258 211 NT 1674 93.42% 04:30 PM -	9 9 4 6 3 4 7 4 NR 46 2.57% O5:30 PM 28 0.778	0 1 0 0 1 1 1 0 1 NU 4 0.22%	80 64 76 92 80 82 91 86 SL 651 17.32%	351 299 342 372 319 383 359 313 ST 2738 72.86%	SR 49 49 42 59 39 43 42 42 42 SR 365 9.71% 199 0.843	SU 0 2 1 1 0 0 0 0 0 0 SU 4 0.11%	EL 51 48 49 44 56 51 47 56 EL 402 47.52%	ET 29 39 29 26 25 32 25 33 ET 238 28.13%	ER 24 28 27 30 23 19 24 30 ER 205 24.23%	EU 0 0 0 0 1 0 0 0 0 0 0 EU 1 0 0.12%	WL 8 11 8 7 9 4 13 5 WL 65 6.45%	WT 10 26 23 24 20 19 7 19 WT 148 14.70%	WR 72 113 118 126 112 80 92 81 WR 794 78.85%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	950 911 948 947 897 887 974 889 TOTAL 7403

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

Data - Totals

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

								Data -	Totals								
NS/EW Streets:		Fry I	Rd			Fry I	Rd			Sunny S	prings Ln			Sunny Sp	rings Ln		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	BOUND		
AM	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	301	0	0	3	290	0	0	0	0	0	0	6	0	13	0	613
6:45 AM	0	321	0	0	4	328	0	0	0	0	0	0	12	0	8	0	673
7:00 AM	0	252	4	0	1	219	0	0	0	0	0	0	18	0	13	0	507
7:15 AM	0	313	2	0	4	236	0	1	0	0	0	0	1	0	12	0	569
7:30 AM	0	327	2	0	1	224	0	0	0	0	0	0	4	0	14	0	572
7:45 AM	0	340	3	0	1	204	0	0	0	0	0	0	7	0	10	0	565
8:00 AM	0	234	3	0	2	209	0	0	0	0	0	0	5	0	12	0	465
8:15 AM	0	280	1	0	7	219	0	0	0	0	0	0	1	0	14	0	522
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2368	15	0	23	1929	0	1	0	0	0	0	54	0	96	0	4486
APPROACH % 's :	0.00%	99.37%	0.63%	0.00%	1.18%	98.77%	0.00%	0.05%					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	2362
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	0.077
		0.92	29			0.8		'						0.66			0.877
21.4		0.92 NORTH				0.8°	18				BOUND				59		0.877
PM	0	NORTH 2	BOUND 0	0	1	SOUTHI 2	BOUND 0	0	0			0	1	0.66	BOUND 1	0	
PM	NL	NORTHI 2 NT	BOUND 0 NR	NU	SL	SOUTHI 2 ST	BOUND 0 SR	SU	EL	EAST 0 ET	BOUND 0 ER	O EU		0.66 WESTE 0 WT	BOUND 1 WR	0 WU	TOTAL
4:30 PM	NL 0	NORTH 2 NT 242	BOUND 0 NR 0	NU 0	SL 15	SOUTHI 2 ST 368	BOUND 0 SR 0	SU 0	EL 0	EAST 0 ET 0	BOUND 0 ER 0	0 EU 0	1 WL	0.66 WESTE 0 WT	BOUND 1 WR 6	0 WU 0	TOTAL 632
4:30 PM 4:45 PM	NL 0 0	NORTH 2 NT 242 258	BOUND 0 NR 0 2	0 0	SL 15 19	SOUTHI 2 ST 368 393	BOUND 0 SR 0 0	0 0	EL 0 0	EAST 0 ET 0 0	BOUND 0 ER 0	0 EU 0 0	1 WL 1 0	0.66 WESTE 0 WT 0	80UND 1 WR 6 3	0 WU 0 0	TOTAL 632 675
4:30 PM 4:45 PM 5:00 PM	NL 0 0	NORTH 2 NT 242 258 231	BOUND 0 NR 0 2	0 0 0	SL 15 19 7	SOUTHI 2 ST 368 393 373	BOUND 0 SR 0 0	0 0 0	0 0 0	EAST 0 ET 0 0 0	BOUND 0 ER 0 0	0 EU 0 0	1 WL 1 0	0.66 WESTE 0 WT 0 0	BOUND 1 WR 6	0 WU 0 0	TOTAL 632 675 623
4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0	NORTH 2 NT 242 258 231 187	BOUND 0 NR 0 2 1 2	NU 0 0 0	SL 15 19 7 17	SOUTHI 2 ST 368 393 373 366	BOUND 0 SR 0 0 0	0 0 0 0	0 0 0 0	EAST 0 ET 0 0 0 0 0	BOUND 0 ER 0 0	0 EU 0 0	1 WL 1 0	0.66 WESTE 0 WT 0 0	80UND 1 WR 6 3 10 7	0 WU 0 0	TOTAL 632 675 623 585
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 0 0 0 0	NORTH 2 NT 242 258 231 187 217	BOUND 0 NR 0 2 1 2 5	NU 0 0 0 1	SL 15 19 7 17	SOUTHI 2 ST 368 393 373 366 368	BOUND 0 SR 0 0 0 0	0 0 0 0 0	0 0 0 0 0	EAST 0 ET 0 0 0	BOUND 0 ER 0 0 0	0 EU 0 0 0	1 WL 1 0 1 5	0.66 WESTE 0 WT 0 0 0	80UND 1 WR 6 3 10 7	0 WU 0 0 0	TOTAL 632 675 623 585 617
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0	NORTH 2 NT 242 258 231 187 217 202	BOUND 0 NR 0 2 1 2 5	NU 0 0 0 1 0	SL 15 19 7 17 17 13	SOUTHI 2 ST 368 393 373 366 368 383	BOUND 0 SR 0 0 0 0	SU 0 0 0 0 0	EL 0 0 0 0 0	EAST 0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0	1 WL 1 0 1 5 3 2	0.66 WESTE 0 WT 0 0 0	80UND 1 WR 6 3 10 7 7	0 WU 0 0 0	TOTAL 632 675 623 585 617 611
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 0 0 0 0 0 0	NORTHI 2 NT 242 258 231 187 217 202 250	BOUND 0 NR 0 2 1 2 5 1	NU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 19 7 17 17 17 13	SOUTHI 2 ST 368 393 373 366 368 383 420	BOUND 0 SR 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST 0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0	1 WL 1 0 1 5 3 2	0.66 WESTE 0 WT 0 0 0 0 0 0	80UND 1 WR 6 3 10 7 7 7 10 6	0 WU 0 0 0 0	TOTAL 632 675 623 585 617 611 688
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0	NORTH 2 NT 242 258 231 187 217 202	BOUND 0 NR 0 2 1 2 5	NU 0 0 0 1 0	SL 15 19 7 17 17 13	SOUTHI 2 ST 368 393 373 366 368 383	BOUND 0 SR 0 0 0 0	SU 0 0 0 0 0	EL 0 0 0 0 0	EAST 0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0	1 WL 1 0 1 5 3 2	0.66 WESTE 0 WT 0 0 0	80UND 1 WR 6 3 10 7 7	0 WU 0 0 0	TOTAL 632 675 623 585 617 611
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 0 0 0 0 0 0	NORTHI 2 NT 242 258 231 187 217 202 250 206	BOUND 0 NR 0 2 1 2 5 1 1 0	NU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 19 7 17 17 17 13 11 8 SL	SOUTHI 2 ST 368 393 373 366 368 383 420 399	BOUND 0 SR 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST 0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0	1 WL 1 0 1 5 3 2	0.66 WESTE 0 WT 0 0 0 0 0 0	BOUND 1 WR 6 3 10 7 10 6 6 WR	0 WU 0 0 0 0	TOTAL 632 675 623 585 617 611 688 622
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0	NORTHI 2 NT 242 258 231 187 217 202 250 206 NT 1793	BOUND 0 NR 0 2 1 2 5 1 1 0	NU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 0	SL 15 19 7 17 17 13 11 8 SL 107	SOUTH 2 ST 368 393 373 366 368 383 420 399 ST 3070	BOUND 0 SR 0 0 0 0 0 0 0 SR 0 0 SR 0 0 0 SR 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0	1 WL 1 5 3 2 0 3 WL 15	0.660 WESTE 0 WT 0 0 0 0 0 0 0 0 0	30UND 1 WR 6 3 10 7 7 10 6 6 6	0 WU 0 0 0 0 0 0 0	TOTAL 632 675 623 585 617 611 688 622 TOTAL 5053
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHI 2 NT 242 258 231 187 217 202 250 206 NT 1793 99.28%	BOUND 0 NR 0 2 1 2 5 1 0 NR 1 2 5 1 0 NR	NU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 19 7 17 17 17 13 11 8 SL	SOUTHI 2 ST 368 393 373 366 368 383 420 399	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 SR 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	SU 0 0 0 0 0 0 0 0 0 0 0 0 SU	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 ER	0 EU 0 0 0 0 0 0 0	1 WL 1 0 0 1 5 3 2 0 3 3 WL	0.66 WESTE 0 WT 0 0 0 0 0 0 0 0 WT	BOUND 1 WR 6 3 10 7 10 6 6 WR	0 WU 0 0 0 0 0 0	TOTAL 632 675 623 585 617 611 688 622 TOTAL 5053
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:33 PM 5:345 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH % 5:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHI 2 NT 242 258 231 187 217 202 250 206 NT 1793 99.28%	BOUND 0 NR 0 2 1 1 2 5 1 1 0 NR 12 0.66% 06:30 PM	NU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 19 7 17 17 13 11 8 SL 107 3.37%	SOUTHI 2 ST 368 393 373 366 388 420 399 ST 3070 96.63%	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0	1 WL 15 21.43%	0.66 WESTE 0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80UND 1 WR 6 3 10 7 7 10 6 6 6 WR 55 78.57%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 632 675 623 585 617 611 688 622 TOTAL 5053
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR' 20.	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHI 2 NT 242 258 231 187 217 202 250 206 NT 1793 99.28% 05:30 PM-875	BOUND 0 NR 0 2 1 2 5 1 1 0 0 NR 12 0.66% 06:30 PM 7	NU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 19 7 17 17 13 11 8 SL 107 3.37%	SOUTHI 2 ST 368 393 373 366 368 383 420 399 ST 3070 96.63%	18 BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0	1 WL 1 0 1 5 3 2 0 3 WL 15 21.43%	0.60 WESTE 0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	659 30UND 1 WR 6 3 10 7 7 10 6 6 WR 55 78.57%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 632 675 623 585 617 611 688 622 TOTAL 5053
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:33 PM 5:345 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH % 5:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHI 2 NT 242 258 231 187 217 202 250 206 NT 1793 99.28%	BOUND 0 NR 0 2 1 2 5 1 1 0 NR 12 0.66% O6:30 PM 7 0.350	NU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 19 7 17 17 13 11 8 SL 107 3.37%	SOUTHI 2 ST 368 393 373 366 388 420 399 ST 3070 96.63%	BOUND 0 SR 0 0 0 0 SR 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0	1 WL 15 21.43%	0.66 WESTE 0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	659 BOUND 1 WR 6 3 10 7 10 6 WR 55 78.57%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 632 675 623 585 617 611 688 622 TOTAL 5053

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

Data - Totals

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

_								Data -	Totals								
NS/EW Streets:		Fry	Rd			Fry	Rd			Durango	Falls Ln			Durango	Falls Ln		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	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	TOTAL
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	11	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	50	2165	12	3	7	1984	34	1	129	2	151	0	23	5	46	0	4612
APPROACH %'s:	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
		0.90	09			0.8	60			0.74	11			0.65	55		0.007
21.1		0.90 NORTH				0.8e SOUTH				0.74 EASTB				0.65 WESTE			0.007
PM	1	NORTH 2	BOUND 0	0	1	SOUTH 2	BOUND 0	0	0	EASTB 2	OUND 0	0	0	WESTE 2	OUND 0	0	
	1 NL	NORTH 2 NT	BOUND 0 NR	NU	SL	SOUTH 2 ST	BOUND 0 SR	SU	EL	EASTB 2 ET	OUND 0 ER	EU	WL	WESTE 2 WT	OUND	WU	TOTAL
4:30 PM	14	NORTH 2 NT 236	BOUND 0 NR 2	NU 0	SL 4	SOUTH 2 ST 321	BOUND 0 SR 14	SU 0	EL 16	EASTB 2 ET 0	OUND 0 ER 8	EU 0	WL 2	WESTE 2 WT 0	OUND 0	WU 0	TOTAL 618
4:30 PM 4:45 PM	14 10	NORTH 2 NT 236 257	BOUND 0 NR 2 3	0 0	SL 4 3	SOUTH 2 ST 321 372	BOUND 0 SR 14 11	SU 0 0	16 14	EASTB 2 ET 0	OUND 0 ER 8 17	0 0	WL 2 1	WESTE 2 WT	O WR 1 4	0 0	TOTAL 618 695
4:30 PM 4:45 PM 5:00 PM	14 10 12	NORTH 2 NT 236 257	BOUND 0 NR 2 3	NU 0 0	SL 4 3 6	SOUTH 2 ST 321 372 339	BOUND 0 SR 14 11	0 0 0	16 14 14	EASTB 2 ET 0 0 0	OUND 0 ER 8 17	0 0 0	WL 2 1 2	WESTE 2 WT 0	O WR	0 0 0	TOTAL 618 695 596
4:30 PM 4:45 PM 5:00 PM 5:15 PM	14 10 12 20	NORTH 2 NT 236 257 190 176	BOUND 0 NR 2 3 1	NU 0 0 1	SL 4 3 6 5	SOUTH 2 ST 321 372 339 351	BOUND 0 SR 14 11 16 15	SU 0 0 0	EL 16 14 14 4	EASTB 2 ET 0 0 0 0 0	OUND 0 ER 8 17 9	0 0 0 0	WL 2 1 2 3	WESTE 2 WT 0	O WR 1 4	WU 0 0 0	TOTAL 618 695 596 595
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	14 10 12 20 10	NORTH 2 NT 236 257 190 176 207	BOUND 0 NR 2 3 1 1 3	NU 0 0 1 0 2	SL 4 3 6 5 3	SOUTH 2 ST 321 372 339 351 321	BOUND 0 SR 14 11 16 15 27	SU 0 0 0 1	EL 16 14 14 4 7	EASTB 2 ET 0 0 0 0 0 1	OUND 0 ER 8 17 9 15	0 0 0 0 0	WL 2 1 2	WESTE 2 WT 0 3 1 1 1 1 1	O WR 1 4	0 0 0 0 0	TOTAL 618 695 596 595 601
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	14 10 12 20 10 22	NORTH 2 NT 236 257 190 176 207 203	BOUND 0 NR 2 3 1 1 1 3 3	NU 0 0 1 0 2	SL 4 3 6 5 3 4	SOUTH 2 ST 321 372 339 351 321 357	BOUND 0 SR 14 11 16 15 27 21	SU 0 0 0 1 0 0	EL 16 14 14 4 7 8	EASTB 2 ET 0 0 0 0 1 1 0 0	OUND 0 ER 8 17 9 15 15	0 0 0 0 0 0	WL 2 1 2 3 0 1	WESTE 2 WT 0 3 1 1 1 0	O WR 1 4	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 618 695 596 595 601 634
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	14 10 12 20 10 22	NORTH 2 NT 236 257 190 176 207 203 228	BOUND 0 NR 2 3 1 1 3 3 0	NU 0 0 1 0 2 0 0 0	SL 4 3 6 5 3 4 3	SOUTH 2 ST 321 372 339 351 321 357 383	BOUND 0 SR 14 11 16 15 27 21 18	SU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 16 14 14 4 7 8 8	EASTB 2 ET 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 ER 8 17 9 15 15 13 17	EU 0 0 0 0 0 0	WL 2 1 2 3 0 1 3	WESTE 2 WT 0 3 1 1 1 0 0 0	O WR 1 4	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 618 695 596 595 601 634 683
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	14 10 12 20 10 22	NORTH 2 NT 236 257 190 176 207 203	BOUND 0 NR 2 3 1 1 1 3 3	NU 0 0 1 0 2	SL 4 3 6 5 3 4	SOUTH 2 ST 321 372 339 351 321 357	BOUND 0 SR 14 11 16 15 27 21	SU 0 0 0 1 0 0	EL 16 14 14 4 7 8	EASTB 2 ET 0 0 0 0 1 1 0 0	OUND 0 ER 8 17 9 15 15	0 0 0 0 0 0	WL 2 1 2 3 0 1	WESTE 2 WT 0 3 1 1 1 0	O WR 1 4	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 618 695 596 595 601 634
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:15 PM	14 10 12 20 10 22 19 19	NORTH 2 NT 236 257 190 176 207 203 228 203 NT	BOUND 0 NR 2 3 1 1 3 3 0 1	NU 0 0 1 0 2 0 0 2 NU	SL 4 3 6 5 3 4 3 5 SL	SOUTH 2 ST 321 372 339 351 321 357 383 353	BOUND 0 SR 14 11 16 15 27 21 18 20 SR	SU 0 0 0 1 0 0 0 0 0 0 0 SU	EL 16 14 14 4 7 7 8 8 8 8 8	EASTB 2 ET 0 0 0 0 1 0 0 ET	OUND 0 ER 8 17 9 15 15 13 17 17	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 1 2 3 0 1 1 3 0 WL	WESTE 2 WT 0 3 3 1 1 1 0 0 0 0 WT	SOUND 0 WR 1 4 5 3 4 2 4 1 WR	0 0 0 0 0 0 0 0	TOTAL 618 695 596 595 601 634 683 629
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM	14 10 12 20 10 22 19 19 NL 126	NORTH 2 NT 236 257 190 176 207 203 228 203 NT 1700	BOUND 0 NR 2 3 1 1 3 3 0 1	NU 0 0 0 1 0 2 0 0 2 2 NU 5	SL 4 3 6 5 3 4 4 3 5 5 SL 33	SOUTH 2 ST 321 372 339 351 321 357 383 353 ST 2797	BOUND 0 SR 14 11 16 15 27 21 18 20 SR 142	SU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1 1 0	EL 16 14 4 7 8 8 8 8 EL 79	EASTB 2 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 ER 8 17 9 15 13 17 17 ER 111	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 1 2 3 0 1 3 0 WL 12	WESTE 2 WT 0 3 1 1 1 0 0 0 0 0 WT 6	SOUND 0 WR 1 4 5 3 4 2 4 1 WR 24	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 618 695 596 595 601 634 683 629
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	14 10 12 20 10 22 19 19 NL 126 6.83%	NORTH 2 NT 236 257 190 176 207 203 228 203 NT 1700 92.14%	BOUND 0 NR 2 3 1 1 3 3 0 1 NR NR 14 0.76%	NU 0 0 1 0 2 0 0 2 NU	SL 4 3 6 5 3 4 3 5 SL	SOUTH 2 ST 321 372 339 351 321 357 383 353	BOUND 0 SR 14 11 16 15 27 21 18 20 SR	SU 0 0 0 1 0 0 0 0 0 0 0 SU	EL 16 14 14 4 7 7 8 8 8 8 8	EASTB 2 ET 0 0 0 0 1 0 0 ET	OUND 0 ER 8 17 9 15 15 13 17 17	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 1 2 3 0 1 1 3 0 WL	WESTE 2 WT 0 3 3 1 1 1 0 0 0 0 WT	SOUND 0 WR 1 4 5 3 4 2 4 1 WR	0 0 0 0 0 0 0 0	TOTAL 618 695 596 595 601 634 683 629 TOTAL 5051
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:33 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	14 10 12 20 10 22 19 19 19 NL 126 6.83%	NORTH 2 NT 236 257 190 176 207 203 228 203 NT 1700 92.14% 005.30 PM -	BOUND 0 NR 2 3 3 1 1 1 3 3 3 0 1 1 NR 14 0.76% 06:30 PM	NU 0 0 1 0 2 0 0 2 NU 5 0.27%	SL 4 3 6 5 3 4 4 3 5 5 SL 33 1.11%	SOUTH 2 ST 321 372 339 351 351 357 383 353 ST 2797 94.08%	BOUND 0 SR 14 11 16 15 27 21 18 20 SR 142 4.78%	SU 0 0 0 1 0 0 0 0 0 SU 1 0.03%	EL 16 14 14 4 7 8 8 8 EL 79 41.36%	EASTB 2 ET 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 ER 8 17 9 15 15 13 17 17 ER 111 58.12%	EU 0 0 0 0 0 0 0 0 0 0	WL 2 1 2 3 0 1 3 0 WL 12 28.57%	WESTE 2 WT 0 3 1 1 1 1 0 0 0 WT 6 14.29%	OUND 0 WR 1 4 5 3 4 2 4 1 1 WR 24 57.14%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 618 695 596 597 601 634 683 629 TOTAL 5051
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR'3	14 10 12 20 10 22 19 19 NL 126 6.83%	NORTH 2 NT 236 257 190 176 207 203 228 203 NT 1700 92.14% 05:30 PM-841	BOUND 0 NR 2 3 1 1 3 3 0 1 1 NR 14 0.76% 06:30 PM 7	NU 0 0 1 1 0 2 0 0 2 NU 5 0.27%	SL 4 3 6 5 3 4 4 3 5 5 SL 33 1.11%	SOUTH 2 ST 321 321 339 351 321 357 383 353 ST 2797 94.08%	BOUND 0 SR 144 111 16 15 27 21 18 20 SR 142 4.78%	SU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 16 14 4 7 8 8 8 8 8 EL 79 41.36%	EASTB 2 ET 0 0 0 0 1 0 0 0 1 1 0 0 1 1 1 0.52%	OUND 0 ER 8 17 9 15 15 13 17 17 ER 111 58.12%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 1 2 3 0 1 3 0 WL 12 28.57%	WESTE 2 WT 0 3 1 1 1 1 0 0 0 0 WT 6 14.29%	OUND O WR 1 4 5 5 3 4 2 4 1 1 WR 24 57.14%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 618 695 596 595 601 634 683 629 TOTAL 5051
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:33 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	14 10 12 20 10 22 19 19 19 NL 126 6.83%	NORTH 2 NT 236 257 190 176 207 203 228 203 NT 1700 92.14% 005.30 PM -	BOUND 0 NR 2 3 1 1 1 3 3 3 0 1 1 1 4 0.76% O6:30 PM 7 7 0.583	NU 0 0 1 0 2 0 0 2 NU 5 0.27%	SL 4 3 6 5 3 4 4 3 5 5 SL 33 1.11%	SOUTH 2 ST 321 372 339 351 351 357 383 353 ST 2797 94.08%	BOUND 0 SR 144 11 16 15 27 21 18 20 SR 142 4.78% 86 0.796	SU 0 0 0 1 0 0 0 0 0 SU 1 0.03%	EL 16 14 14 4 7 8 8 8 EL 79 41.36%	EASTB 2 ET 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 ER 8 17 9 15 13 17 17 ER 111 58.12%	EU 0 0 0 0 0 0 0 0 0 0	WL 2 1 2 3 0 1 3 0 WL 12 28.57%	WESTE 2 WT 0 3 1 1 1 1 0 0 0 WT 6 14.29%	OUND 0 WR 1 4 5 3 4 4 2 4 1 1 WR 24 57.14%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 618 695 596 597 601 634 683 629 TOTAL 5051

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

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

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								Data -	Totals								
NS/EW Streets:		Fry I	Rd			Fry	Rd		N Bridgel	and Lake Pl		s North	N Bridgela	and Lake Pl	kwy/Cypres	s North	
NS/ EW Streets.										Housto				Housto			
A B A		NORTH					BOUND			EASTB				WESTE			
AM	1	2	0	0	1	2	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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 9	0	40	19	30	0	732
7:45 AM	33	253	24	0	34	184	20	0	26	34		0	41	46	50	0	754
8:00 AM 8:15 AM	10 25	191 243	34 35	0	32 14	185 203	23 31	0	30 27	20 27	4 8	0	36 35	20 25	29 33	0 1	614 707
8:30 AM	7	243	41	0	18	173	19	0	52	27	41	0	47	16	34	0	716
8:45 AM	16	241	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	Ö	19	11	10	0	25	26	17	Ö	498
9:45 AM	9	182	22	ō	13	139	13	ō	21	13	9	ō	27	14	24	Ō	486
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	165	3049	495	5	395	2760	245	1	476	329	186	0	578	289	365	14	9352
APPROACH %'s:	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
		0.91	16			0.8	27			0.78	30			0.87	74		0.939
-																	
NOON		NORTH					BOUND			EASTB				WESTE			
NOON	1	2	0	0	1	2	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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 11:30 AM	7 15	196 209	16 28	0	7	175 99	21 11	0	29 22	16 15	17 11	0	32 23	14 16	16 18	0	546 484
11:30 AM 11:45 AM	11	162	28	1	16 16		21	0			14	0	23 36	19	15	0	
11:45 AM 12:00 PM	8	208	37	0	24	224 163	18	0	20 19	24 11	17	0		15	15	0	586 578
12:00 PM 12:15 PM	14	197	31	0	10	165	21	0	20	12	12	0	43 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	Ó	21	19	11	0	20	10	16	0	505
1:30 PM				0	10			0		10	16	0					556
	6	203	25 30		17 10	167 177	24 15		18 27				28	17 10	25 28	0	
1:45 PM	6	203	25 30	0	17 19	167 177	24 15	0	27	9	15	0	22	17	25	0	573
				0				0				0				0	
1:45 PM	6 NL	206 NT	30 NR	0 NU	19 SL	177 ST	15 SR		27 EL	9 ET	15 ER	0 EU	22 WL	19 WT	28 WR	0 WU	573 TOTAL
	6	206	30	0	19	177	15	0 SU	27	9	15	0	22	19	28	0	573
1:45 PM TOTAL VOLUMES: APPROACH %'s:	6 NL 162	206 NT 3069	30 NR 435	NU 4	19 SL 229	177 ST 2574	15 SR 261	SU 2	27 EL 352	9 ET 217	15 ER 222	O EU O	WL 454	19 WT 253	28 WR 317	WU 0	573 TOTAL 8551
1:45 PM TOTAL VOLUMES: APPROACH %'S: PEAK HR:	NL 162 4.41%	NT 3069 83.62%	30 NR 435 11.85%	NU 4	19 SL 229	177 ST 2574	15 SR 261	SU 2	27 EL 352	9 ET 217	15 ER 222	O EU O	WL 454	19 WT 253	28 WR 317	WU 0	573 TOTAL
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL:	6 NL 162 4.41%	206 NT 3069 83.62% 11:45 AM - 787	NR 435 11.85% 12:45 PM 127	NU 4 0.11%	19 SL 229 7.47%	177 ST 2574 83.95%	15 SR 261 8.51%	SU 2 0.07%	EL 352 44.50%	9 ET 217 27.43%	15 ER 222 28.07%	0 EU 0 0.00%	22 WL 454 44.34%	19 WT 253 24.71%	28 WR 317 30.96%	0 WU 0 0.00%	573 TOTAL 8551 TOTAL 2342
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR:	NL 162 4.41%	NT 3069 83.62% 11:45 AM -	NR 435 11.85% 12:45 PM 127 0.858	0 NU 4 0.11%	SL 229 7.47%	ST 2574 83.95%	SR 261 8.51% 85 0.850	SU 2 0.07%	EL 352 44.50%	9 ET 217 27.43%	ER 222 28.07% 60 0.882	0 EU 0 0.00%	WL 454 44.34%	WT 253 24.71%	28 WR 317 30.96% 65 0.903	0 WU 0 0.00%	TOTAL 8551
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL:	6 NL 162 4.41%	NT 3069 83.62% 11:45 AM - 787 0.894 0.89	NR 435 11.85% 12:45 PM 127 0.858	NU 4 0.11%	19 SL 229 7.47%	177 ST 2574 83.95% 748 0.835 0.8	15 SR 261 8.51% 85 0.850 64	SU 2 0.07%	EL 352 44.50%	9 ET 217 27.43% 55 0.573 0.84	ER 222 28.07% 60 0.882	0 EU 0 0.00%	22 WL 454 44.34%	WT 253 24.71% 77 0.740 0.85	28 WR 317 30.96% 65 0.903	0 WU 0 0.00%	573 TOTAL 8551 TOTAL 2342
1:45 PM TOTAL VOLUMES: APPROACH %'S: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	6 NL 162 4.41%	206 NT 3069 83.62% 11:45 AM - 787 0.894	NR 435 11.85% 12:45 PM 127 0.858	NU 4 0.11%	19 SL 229 7.47%	177 ST 2574 83.95% 748 0.835 0.8	SR 261 8.51% 85 0.850	SU 2 0.07%	EL 352 44.50%	9 ET 217 27.43% 55 0.573	ER 222 28.07% 60 0.882	0 EU 0 0.00%	22 WL 454 44.34%	19 WT 253 24.71%	28 WR 317 30.96% 65 0.903	0 WU 0 0.00%	573 TOTAL 8551 TOTAL 2342
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL:	6 NL 162 4.41% 46 0.821	NT 3069 83.62% 11:45 AM - 787 0.894 0.89 NORTHI	NR 435 11.85% 12:45 PM 127 0.858 93	0 NU 4 0.11% 1 0.250	19 SL 229 7.47% 68 0.708	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2	SR 261 8.51% 85 0.850 64 BOUND 1	0 SU 2 0.07% 1 0.250	EL 352 44.50% 80 0.952	9 ET 217 27.43% 55 0.573 0.84 EASTB	ER 222 28.07% 60 0.882 41	0 EU 0 0.00% 0 0.000	WL 454 44.34% 142 0.826	19 WT 253 24.71% 77 0.740 0.85	28 WR 317 30.96% 65 0.903 77	0 WU 0 0.00% 0 0.000	573 TOTAL 8551 TOTAL 2342 0.921
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	6 NL 162 4.41% 46 0.821	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.80 NORTHI 2	30 NR 435 11.85% 12:45 PM 127 0.858 93 BOUND 0 NR	0 NU 4 0.11% 1 0.250	19 SL 229 7.47% 68 0.708	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR	0 SU 2 0.07% 1 0.250	EL 352 44.50% 80 0.952	9 ET 217 27.43% 55 0.573 0.86 EASTB 2 ET	ER 222 28.07% 60 0.882 41 COUND 0 ER	0 EU 0 0.00% 0 0.000	22 WL 454 44.34% 142 0.826	19 WT 253 24.71% 77 0.740 0.83 WESTE 2 WT	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR	0 WU 0 0.00% 0 0.000	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	6 NL 162 4.41% 46 0.821 1 NL 10	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.89 NORTHI 2 NT 222	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30	0 NU 4 0.11% 1 0.250	19 SL 229 7.47% 68 0.708	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21	0 SU 2 0.07% 1 0.250	27 EL 352 44.50% 80 0.952	9 ET 217 27.43% 55 0.573 0.84 EASTB 2 ET	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11	0 EU 0 0.00% 0 0.000	22 WL 454 44.34% 142 0.826	19 WT 253 24.71% 77 0.740 0.85 WESTE 2 WT 24	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR 20	0 WU 0 0.000% 0 0.000	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PIVI 2:00 PM 2:15 PM	6 NL 162 4.41% 46 0.821 1 NL 10 9	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.89 NORTHI 2 NT 222 204	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30 37	0 NU 4 0.11% 1 0.250	19 SL 229 7.47% 68 0.708	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250	SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20	0 SU 2 0.07% 1 0.250	EL 352 44.50% 80 0.952	9 ET 217 27.43% 55 0.573 0.84 EASTB 2 ET 16	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11	0 EU 0 0.00% 0 0.000	22 WL 454 44.34% 142 0.826	19 WT 253 24.71% 77 0.740 0.85 WESTE 2 WT 24	28 WR 317 30.96% 65 0.903 77 BOUND 0 WR 20 10	0 WU 0 0.00% 0 0.000	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635
1:45 PM TOTAL VOLUMES: APPROACH %'S: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PM 2:00 PM 2:15 PM 2:30 PM	6 NL 162 4.41% 46 0.821 1 NL 10 9 16	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.89 NORTHI 2 NT 222 204 169	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30 37 31	0 NU 4 0.11% 1 0.250 0 NU 2 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23	0 SU 2 0.07% 1 0.250	27 EL 352 44.50% 80 0.952 1 EL 20 12 24	9 ET 217 27.43% 55 0.573 0.84 EASTB 2 ET 16 10 13	15 ER 222 28.07% 60 0.882 41 COUND 0 ER 11 11	0 EU 0 0.000% 0 0.0000	22 WL 454 44.34% 142 0.826 1 WL 46 37 37	19 WT 253 24.71% 77 0.740 0.83 WESTE 2 WT 24 17 20	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR 20 10 13	0 0 0.00% 0 0.000	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PM 2:00 PM 2:15 PM 2:30 PM 2:34 PM	6 NL 162 4.41% 46 0.821 1 NL 10 9 16 7	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.894 NORTHI 2 NT 222 204 169 213	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30 37 31 81	0 NU 4 0.11% 1 0.250 0 NU 2 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24	0 SU 2 0.07% 1 0.250	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20	9 ET 217 27.43% 55 0.573 0.84 EASTB 2 ET 16 10 13	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 19 12	0 0 0,000% 0 0,000 0 EU 0 0	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 46	19 WT 253 24.71% 77 0.740 0.8: WESTE 2 WT 24 17 20 14	28 WR 317 30.96% 65 0.903 77 30UND 0 WR 20 10 13 21	0 WU 0 0.000% 0 0.0000	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:30 PM 2:35 PM 3:30 PM 3:30 PM	6 NL 162 4.41% 46 0.821 1 NL 10 9 16 7 7	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.895 NORTHI 2 NT 2222 204 169 213 247	30 NR 435 11.85% 12:45 PM 127 0.858 03 BOUND 0 NR 30 37 31 81 83	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23	0 SU 2 0.07% 1 0.250 0 SU 0 0 0	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26	9 ET 217 27.43% 55 0.573 0.84 EASTB 2 ET 16 10 13 14 26	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 19 12 16	0 EU 0 0.000% 0 0.0000	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 37 46 44	19 WT 253 24.71% 77 0.740 0.8: WESTE 2 WT 17 20 14 23	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR 20 10 13 21 33	0 WU 0 0.000% 0 0.0000	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PM 2:00 PM 2:15 PM 2:30 PM 3:00 PM 3:15 PM 3:15 PM	6 NL 162 4.41% 46 0.821 1 NL 10 9 16 7 15 13	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.89 NORTHI 2 NT 222 204 169 213 247 248	30 NR 435 11.85% 12:45 PM 127 0.858 93 BOUND 0 NR 30 37 31 81 83 42	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180 241	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26	0 SU 2 0.07% 1 0.250	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28	9 ET 217 27.43% 55 0.573 0.84 EASTB 2 ET 16 10 13 14 26 29	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 11 19 12 16 26	0 EU 0 0.00% 0 0.000	22 WL 454 44.34% 142 0.826 1 WL 46 37 46 44 45 53	19 WT 253 24.71% 77 0.740 0.8: WESTE 2 WT 24 17 20 14 23 22	28 WR 317 30.96% 65 0.903 77 OUND 0 WR 20 10 13 21 33 22 22	0 WU 0 0.000% 0 0.0000	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: POM 2:00 PM 2:15 PM 2:30 PM 3:00 PM 3:15 PM 3:30 PM 3:315 PM	6 NL 162 4.41% 46 0.821 1 NL 10 9 16 7 15 13 31	206 NT 3069 83.62% 11:45 AM - 787 0.894 NORTHI 2 NT 222 204 169 213 247 248 216	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30 37 31 81 83 42 59	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180 241 234	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29	0 SU 2 0.07% 1 0.250	EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24	9 ET 217 217.43% 55 0.573 0.84 EASTB 2 ET 16 10 13 14 26 29 23	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 11 19 12 16 26 14	0 EU 0 0.000% 0 0.0000	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 37 46 44 53 38	19 WT 253 24.71% 77 0.740 0.85 WESTE 2 WT 24 17 20 14 23 22 48	28 WR 317 30.96% 65 0.903 77 OUND 0 WR 20 10 13 21 33 22 34	0 WU 0 0.000% 0 0.0000	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR VOL: PEAK HR VIII. PEAK HR	6 NL 162 4.41% 46 0.821 1 NL 10 9 16 7 15 13 31 122	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.80 NORTHI 2 21 169 213 247 248 216 234	30 NR 435 11.85% 12:45 PM 127 0.858 33 BOUND 0 NR 30 37 31 81 83 42 59 45	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 1 SL 24 18 19 21 30 19 34 29	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180 241 234 277	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29 33	0 SU 2 0.07% 1 0.250	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12	9 ET 217 27.43% 55 0.573 0.86 EASTB 2 ET 16 10 13 14 26 29 23 17	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 19 12 26 14 16	0 EU 0 0.000% 0 0.0000	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 46 44 53 38 49	19 WT 253 24.71% 77 0.740 0.8: WESTE 2 WT 24 17 20 14 23 22 48 55	28 WR 317 30.96% 65 0.903 77 30UND 0 WR 20 10 13 21 33 22 34 22 24	0 WU 0 0.000% 0 0.0000	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR VOL: 2:00 PM 2:15 PM 2:30 PM 2:35 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	6 NL 162 4.41% 46 0.821 1 1 NL 10 9 16 7 7 15 13 31 22 22	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.894 NORTHI 2 2 204 169 213 247 248 216 234 201	30 NR 435 11.85% 12:45 PM 127 0.858 93 80UND 0 NR 30 37 37 31 81 83 42 59 45 53	0 NU 4 0.11% 1 0.250 O NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 1 SL 24 18 19 19 21 30 19 34 29 30	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180 241 234 277 268	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29 33 35	0 SU 2 0.07% 1 0.250 O SU 0 0 0 0 0	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12 20 20 20 20 20 20 20 20 20 20 20 20 20	9 ET 217 27.43% 55 0.573 0.84 EASTB 2 ET 16 10 13 14 26 29 23 17 29	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 19 12 16 14 16	0 EU 0 0.000% 0 0.0000	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 46 44 49 49 46	19 WT 253 24.71% 77 0.740 0.8: WESTE 2 WT 24 17 20 14 23 22 48 55 32	28 WR 317 30.96% 65 0.903 777 SOUND 0 WR 20 10 13 21 33 21 33 22 34 22 19	0 WU 0 0.00% 0 0.000	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 7771
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:15 PM 3:30 PM 4:00 PM 4:00 PM 4:15 PM	6 NL 162 4.41% 46 0.821 1 NL 10 9 16 7 15 13 31 22 22 19	206 NT 3069 83.62% 11:45 AM-787 0.894 0.892 NORTHI 2 21 169 213 247 248 201 234 201 214	30 NR 435 11.85% 12:45 PM 127 0.858 33 80UND 0 NR 30 37 37 31 83 42 59 45 53 40	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 30 29	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180 241 234 277 268 294	15 SR 261 8.51% 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29 33 35 30	0 SU 2 0.07% 1 0.250	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12 20 41	9 ET 217 27.43% 55 0.573 0.84 EASTB 2 ET 16 10 13 14 26 29 23 17 29 36	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 19 12 16 26 14 16 16 16 22	0 0 0.00% 0 0.0000	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 46 44 53 8 49 46 51	19 WT 253 24.71% 77 0.740 0.83 WESTE 2 WT 24 17 20 14 23 22 48 55 32 35	28 WR 317 30.96% 65 0.903 77 00UND 0 WR 20 10 13 33 22 19 34 22 19	0 WU 0 0.00% 0 0.000 WU 0 0 0 1 1 0 0 0	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR VOL: PEAK HR FACTOR: PM 2:00 PM 2:15 PM 2:30 PM 3:00 PM 3:00 PM 3:30 PM 4:15 PM 4:15 PM 4:15 PM	6 NL 162 4.41% 46 0.821 1 NL 10 9 16 7 15 13 31 22 22 19 14	206 NT 3069 83,62% 11:45 AM - 787 787 0.894 0.89 NORTH: 2 NT 2222 204 169 213 247 248 216 234 201 214 189	30 NR 435 11.85% 12:45 PM 127 0.858 00 NR 30 37 31 81 83 42 59 45 53 40 45	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 30 29 19	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 194 235 180 241 241 241 277 268 294 253	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29 33 35 30 36	0 SU 2 0.07% 1 0.250	27 EL 352 44.50% 80 0.952 1 1 EL 20 12 24 20 26 28 24 12 20 21 21 22 24 20 26 28 24 31 31	9 ET 217 27.43% 55 0.573 0.8-2 EASTB 2 ET 16 10 13 14 26 29 23 36 36	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 11 19 12 26 14 16 22 32	0 0 0.00% 0 0.000 0 0 0 0 0 0 0	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 37 46 44 43 38 49 46 51 47	19 WT 253 24.71% 77 0.740 0.8: WESTE 2 WT 24 17 20 14 23 22 48 55 55 32 32 35 32	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR 20 10 13 21 33 21 22 23 44 22 19 37 40	0 WU 0 0.00% 0 0.000 0 WU 0 0 0 0 0 0 0	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848 775
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:30 PM 2:35 PM 3:00 PM 3:15 PM 3:30 PM 4:15 PM 4:30 PM 4:30 PM 4:30 PM 4:30 PM	6 NL 162 4.41% 46 0.821 1 NL 10 9 16 7 15 13 31 22 22 19 14 16	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.894 NORTHI 2 204 169 213 247 248 216 234 201 214 189 222	30 NR 435 11.85% 12:45 PM 127 0.858 33 80UND 0 NR 30 37 31 83 42 59 45 53 40 45 47	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 30 29 19 34	177 ST 2574 83.95% 748 0.835 0.885 SOUTH 2 ST 214 250 194 235 180 241 234 277 268 294 253 303	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29 33 35 30 36 39	0 SU 2 0.07% 1 0.250	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12 20 41 31 18	9 ET 217 27.43% 55 0.573 0.8/2 EASTB ET 16 10 13 14 26 29 23 17 29 36 36 36 26	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 19 12 16 26 14 16 22 32 20	0 EU 0 0.00% 0.0000	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 46 44 53 38 49 49 46 51 47 56	19 WT 253 24.71% 77 0.740 0.85 WESTE 2 WT 17 20 14 12 23 48 555 32 235 35 35	28 WR 317 30.96% 65 0.903 77 GOUND 0 WR 20 10 13 21 33 22 19 37 40 23	0 WU 0 0.00% 0 0.0000 0 WU 0 0 0 0 0 0 0	TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848 775 839
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR VIII.	6 NL 162 4.41% 46 0.821 1 NL 10 9 16 7 15 13 31 122 22 19 14 16 15	206 NT 3069 83.62% 11:45 AM - 787 787 0.894 0.894 NORTHI 2 204 169 213 247 248 216 234 201 218 299 218	30 NR 435 11.85% 12:45 PM 127 0.858 33 BOUND 0 NR 30 37 31 81 83 42 59 45 45 45 47 69	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 30 29 30 29 30 30 30 30 30 30 30 30 30 30	177 ST 2574 83.95% 748 0.835 0.835 SOUTH 2 194 250 180 241 241 234 277 268 294 253 303 303 291	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29 33 35 30 36 39 31	0 SU 2 0.07% 1 0.250	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12 20 41 13 11 81	9 ET 217 27.43% 55 0.573 0.84 EASTB 2 ET 16 10 13 14 26 29 23 17 29 36 36 26 27	15 ER 222 28.07% 60 0.882 41 11 11 19 12 16 26 14 16 22 20 26	0 0 0.000% 0 0.0000 0 0 0 0 0 0 0 0 0	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 37 46 44 43 38 49 46 51 147 56	19 WT 253 24.71% 77 0.740 0.8: WESTE 2 WT 24 17 20 14 23 22 48 55 55 32 32 35 32 35 32 29	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR 20 10 13 21 33 22 34 40 23 37 40 23 22	0 WU 0 0.00% 0 0.000 0 WU 0 0 1 1 0 0 0 0	TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848 775 839 811
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR VOL: 1:15 PM 2:30 PM 2:35 PM 3:00 PM 3:15 PM 3:30 PM 4:15 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:00 PM 5:15 PM	NL 162 4.41% 46 0.821 1 NL 10 9 16 7 15 13 31 22 22 19 14 16 15 37	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.894 NORTHI 2 204 169 213 247 248 216 234 201 214 189 222	30 NR 435 11.85% 12:45 PM 127 0.858 33 80UND 0 NR 30 37 31 83 42 59 45 53 40 45 47	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 19 34 29 19 34 33 29 34 33 32 34	177 ST 2574 83.95% 748 0.835 0.885 SOUTH 2 ST 214 250 194 235 180 241 234 277 268 294 253 303	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29 33 35 30 36 39	0 SU 2 0.07% 1 0.250	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12 20 41 31 18	9 ET 217 27.43% 55 0.573 0.8/ EASTB ET 16 10 13 14 26 29 36 36 36 36 26 27 34	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 19 12 16 26 14 16 22 32 20 26	0 EU 0 0.00% 0.0000	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 46 44 53 38 49 49 46 51 47 56 62 65	19 WT 253 24.71% 77 0.740 0.83 WESTE 24 17 720 14 23 22 48 48 55 32 23 5 32 29 54	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR 20 10 13 33 21 23 24 40 23 22 24	0 0 0.000% 0.0000 0 0 0 0 0 1 1 0 0 0 0 0	TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848 775 839
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR VOL: PEAK HR VIII. PEAK HR	6 NL 162 4.41% 46 0.821 1 NL 10 9 16 7 15 13 31 122 22 19 14 16 15	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.894 NORTHI 2 NT 222 204 169 213 247 248 216 234 201 214 189 222 216 218 216 234 201 214 216 216 220 217 220 220 248 201 218 201 219 202 202 202 202 202 203 203 207 207 208 208 209 209 200 200 200 200 200 200 200 200	30 NR 435 11.85% 12:45 PM 12:7 0.858 33 80UND 0 NR 30 37 31 81 83 42 45 45 45 46 47 69 69	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 19 19 21 30 29 29 29 29 19 34 47	T77 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180 241 234 277 268 294 253 303 303 291 268 258	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29 33 35 30 36 36 39 31 40	0 SU 2 0.07% 1 0.250 0 SU 0 0 0 0 0 0 0	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12 20 41 31 18 19 19	9 ET 217 27.43% 55 0.573 0.86 EASTB 2 ET 16 10 13 14 26 29 23 17 29 36 36 27 34 27	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 19 12 16 14 16 22 23 22 20 26 20 23	0 0.000% 0.0000 0 0.0000 0 0 0 0 0 0 0 0	22 WL 454 44.34% 142.0.826 1 WL 46 37 37 46 44 47 53 38 49 46 51 147 56 62 65 54	19 WT 253 24.71% 77 0.740 0.8: WESTE 2 WT 24 17 20 14 23 22 48 55 32 35 32 35 32 35 32 35 55	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR 21 13 33 22 19 34 40 23 40 22 24 16	0 WU 0 0.000% 0 0.0000 0 WU 0 0 0 1 1 0 0 0 0 0	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848 848 811 805 839
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:00 PM 3:15 PM 3:30 PM 4:15 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:00 PM 5:00 PM 5:15 PM	NL 162 4.41% 46 0.821 1 NL 10 9 16 7 15 13 31 22 22 22 14 16 15 37 28	206 NT 3069 83.62% 11:45 AM - 787 787 0.894 0.894 204 169 213 247 248 216 234 221 247 248 216 234 201 214 189 189 165	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30 37 31 83 42 45 45 45 46 45 47 69 663	0 NU 4 0.11% 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 19 34 29 19 34 33 29 34 33 32 34	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 234 231 234 277 268 294 253 303 291 268	15 SR 261 8.51% 85 0.850 64 BOUND 1 1 SR 21 20 23 24 23 26 29 33 35 30 36 39 31 40 39	0 SU 2 0.079% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12 20 41 18 19 18	9 ET 217 27.43% 55 0.573 0.8/ EASTB ET 16 10 13 14 26 29 36 36 36 36 26 27 34	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 19 12 16 26 14 16 22 32 20 26	0 0 0.000% 0 0.0000 0 0 0 0 0 0 0 0 0 0	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 46 44 53 38 49 49 46 51 47 56 62 65	19 WT 253 24.71% 77 0.740 0.83 WESTE 24 17 720 14 23 22 48 48 55 32 23 5 32 29 54	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR 20 10 13 33 21 23 24 40 23 22 24	0 0 0.000% 0.0000 0 0 0 0 0 1 1 0 0 0 0 0	TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848 8775 839 811
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1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR VOL: PEAK HR FACTOR: PM 2:00 PM 2:15 PM 2:30 PM 3:00 PM 3:15 PM 3:30 PM 4:15 PM 4:15 PM 4:35 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:30 PM 5:30 PM	NL 10 9 16 7 15 13 31 122 22 19 14 16 15 37 28 16 22	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.894 0.892 NORTHI 2 227 204 169 213 247 248 216 234 201 214 189 222 218 216 216 217 218 218 219 219 219 219	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30 37 31 81 83 42 59 45 45 45 46 45 47 69 56 63 56	0 NU 4 0.11% 1 0.250 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 30 29 19 34 33 24 47 32 36	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180 241 234 277 268 294 253 303 291 268 307 303 303	15 SR 261 8.51% 85 0.850 64 BOUND 1 1 SR 21 20 23 24 23 26 29 33 35 30 36 39 31 40 39 39 40	0 SU 2 0.07% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12 20 41 31 31 18 19 18 19 18 19 19 19 19 19 19 19 19 19 19	9 ET 217 27.43% 55 0.573 0.8- EASTB 2 ET 16 10 13 14 26 29 23 36 36 26 27 34 27 34 36 27	15 ER 222 28.07% 60 0.882 41	0 0 0.000% 0 0.0000 0 0 0 0 0 0 0 0 0 0	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 37 46 44 45 53 38 49 46 51 47 56 62 65 64 65 54 65	19 WT 253 24.711% 77 0.740 0.8: WESTE 2 WT 24 17 20 14 23 35 32 35 32 32 35 32 35 32 35 32 35 32 35 36 36 37 38 38 38 38 38 38 38 38 38 38 38 38 38	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR 20 10 13 21 33 22 19 37 40 22 24 41 62 27 36	0 WU 0.00% 0.0000 0 WU 1 1 0 0 0 0 0 0 0 0 0	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848 775 849 841 805 842 857 848
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR VOL: PEAK H	NL 10 9 16 7 15 13 31 122 22 19 14 16 15 37 28 16 22	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.894 0.892 NORTHI 2 227 204 169 213 247 248 216 234 201 214 189 222 218 216 216 217 218 218 219 219 219 219	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30 37 31 81 83 42 59 45 45 45 46 45 47 69 56 63 56	0 NU 4 0.11% 1 0.250 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 30 29 19 34 33 24 47 32 36	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180 241 234 277 268 294 253 303 291 268 307 303 303	15 SR 261 8.51% 85 0.850 64 BOUND 1 1 SR 21 20 23 24 23 26 29 33 35 30 36 39 31 40 39 39 40	0 SU 2 0.07% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12 20 41 31 31 18 19 18 19 18 19 19 19 19 19 19 19 19 19 19	9 ET 217 27.43% 55 0.573 0.8- EASTB 2 ET 16 10 13 14 26 29 23 36 36 26 27 34 27 34 36 27	15 ER 222 28.07% 60 0.882 41	0 0 0.000% 0 0.0000 0 0 0 0 0 0 0 0 0 0	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 37 46 44 45 53 38 49 46 51 47 56 62 65 64 65 54 65	19 WT 253 24.711% 77 0.740 0.8: WESTE 2 WT 24 17 20 14 23 35 32 35 32 35 32 35 32 35 32 35 36 36 37 38 38 38 38 38 38 38 38 38 38 38 38 38	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR 20 10 13 21 33 22 19 37 40 22 24 41 62 27 36	0 WU 0.00% 0.0000 0 WU 1 1 0 0 0 0 0 0 0 0 0	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848 775 849 841 805 842 857 848
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR VOL: PEAK H	6 NL 162 4.41% 46 0.821 1 NL 10 9 16 7 15 13 31 22 29 19 14 16 15 37 28 16 22 19	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.894 0.894 201 214 169 213 247 248 216 234 2201 214 189 222 186 165 202 190 198 212	30 NR 435 11.85% 12:45 PM 127 0.858 33 80UND 0 NR 30 37 31 83 42 45 45 45 46 45 47 69 56 63 56 47 43	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 19 34 29 19 34 30 30 30 30 30 30 30 30 30 30	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180 241 234 277 268 294 253 303 291 268 258 307 305 323	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29 33 36 39 31 40 39 40 33	0 SU 2 0.07% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12 20 41 31 18 19 18 30 33 33 321 20	9 ET 217 27.43% 55 0.573 0.8/ EASTB ET 16 10 13 14 26 29 36 36 36 36 36 27 27 27 27 29 36 36 36 36 36 29 29 37 37 37 37 37 37 37 37 37 37 37 37 37	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 19 12 16 26 14 16 22 32 20 26 20 23 13 21 26	0 0 0.000% 0 0.0000 0 0 0 0 0 0 0 0 0 0	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 46 44 53 38 49 9 46 51 47 56 62 65 55 54 55 59	19 WT 253 24.71% 77 0.740 0.83 WESTE 2 WT 17 20 14 23 22 48 45 55 32 29 54 45 43	28 WR 317 30.96% 65 0.903 77 GOUND 0 WR 20 10 13 33 22 24 40 23 22 24 16 27 36 21	0 0 0.000% 0.0000 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0	TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 848 775 839 811 805 842 857 848 854
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR VOL: PEAK HR VISIT PM 3:30 PM 4:30 PM 4:30 PM 4:30 PM 5:15 PM 5:30 PM 5:35 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	NL 162 4.419 46 0.821 1 NL 10 9 16 7 7 15 13 31 22 22 19 14 16 15 37 28 16 22 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	206 NT 3069 83.62% 11:45 AM - 7 0.894 0.894 NORTHI 2 NT 222 204 169 213 247 248 216 234 201 214 189 222 214 216 189 222 217 189 222 218 186 165 202 190 198 212 NT 3732 74,74%	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30 37 31 83 42 59 45 45 47 47 47 48 49 56 47 43 NR NR NR NR NR NR NR NR NR NR	0 NU 4 0.11% 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 30 29 19 34 33 24 47 32 36 32 SL	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 235 180 241 234 277 268 294 268 294 268 307 305 307 305 323	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 20 23 24 23 24 29 33 35 30 36 39 30 40 33 SR	0 SU 2 0.07% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 11 31 18 19 18 30 33 32 21 20 EL	9 ET 217 27.43% 55 0.573 0.86 EASTB 2 ET 16 10 13 14 26 29 23 17 29 36 26 27 34 27 30 24 23 24 24	15 ER 222 28.07% 60 0.882 41 11 19 12 16 26 14 16 16 22 20 23 21 13 21 26 ER	0 0.000% 0.0000 0.0000 0 0 0 0 0 0 0 0 0	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 37 46 44 43 53 38 49 46 51 147 56 62 65 54 65 59 WL	19 WT 253 24.71% 77 0.740 0.8: WESTE 2 WT 24 17 20 14 23 22 48 55 32 35 32 35 52 45 54 55 52 45	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR 20 10 13 33 21 33 22 34 40 22 24 40 27 36 27 36 WR	0 WU 0.00% 0.0000 0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848 811 805 842 857 848 854 TOTAL 13943
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR: PEAK HR VOL: PEAK HR ACTOR: PEAK HR VOL: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:00 PM 3:30 PM 3:30 PM 4:15 PM 4:35 PM 4:35 PM 5:30 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR:	NL 162 4.419% 46 0.821 1 NL 10 9 16 7 7 15 13 31 22 22 19 14 16 15 37 28 16 22 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	206 NT 3069 83,62% 11:45 AM - 787 787 0.894 0.894 NORTHI 2 224 204 169 213 247 248 216 234 201 214 189 222 186 165 202 190 198 212 NT 3732 74,74% 05:30 PM - 65:30 PM -	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30 37 31 81 83 42 59 45 53 40 45 69 69 64 74 74 83 83 83 83 83 84 85 85 86 87 87 87 87 87 87 87 87 87 87	NU 4 0.11% 0.11% 0.250 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 19 34 33 24 47 32 36 32 SL 510 8.85%	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180 241 234 277 268 294 253 303 291 268 258 307 305 323 ST 4695 81.47%	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29 33 35 30 36 39 31 40 39 30 40 33 SR 558 9.68%	0 SU 2 0.07% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 11 20 31 18 30 19 18 30 21 20 EL 417 34.72%	9 ET 217 27.43% 55 0.573 0.8/ EASTB 2 ET 16 10 13 14 26 29 23 17 29 36 36 26 27 34 27 37 30 24 27 30 36 26 27 34 27 37 38 38 38 38 38 38 38 38 38 38 38 38 38	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 19 12 16 26 14 16 22 20 26 20 23 31 21 26 ER 344	0 0.00% 0.0000 0.0000 0 0 0 0 0 0 0 0 0	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 46 44 53 38 49 46 51 47 56 62 65 53 59 WL 908	19 WT 253 244.71% 77 0.740 0.85 WESTE 2 WT 17 20 14 14 23 32 35 32 35 32 35 32 35 34 37 43 WT 635 31.977%	28 WR 317 30.966% 65 0.903 77 OUND 0 WR 20 10 13 33 21 22 34 42 22 34 40 23 40 22 41 16 67 27 36 21 WR 440 22.16%	0 WU 0.00% 0 0.000 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848 775 839 811 805 842 857 848 854
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR VOL: PEAK HR VISIT PM 3:30 PM 4:30 PM 4:30 PM 4:30 PM 5:15 PM 5:30 PM 5:35 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	NL 10 9 16 7 15 13 31 16.63%	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.894 0.894 NORTHI 2 NT 2 222 204 169 213 247 248 216 234 201 214 189 222 186 165 202 190 213 3732 374,74% 605:30 PM - 802	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30 37 31 83 42 59 45 45 47 47 47 48 49 56 47 43 NR NR NR NR NR NR NR NR NR NR	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 30 29 19 34 47 32 36 32 SL 51 68 8.85%	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180 241 234 277 268 294 253 303 303 291 268 307 305 323 ST 4695 81.47%	15 SR 261 8.51% 85 0.850 64 85 0.850 64 86 87 87 87 87 87 87 87 87 87 87 87 87 87	0 SU 2 0.07% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12 20 41 31 18 19 18 30 33 31 20 EL 417 34.72%	9 ET 217 27.43% 55 0.573 0.8-2 EASTB 2 ET 16 10 13 14 26 29 23 36 29 27 36 27 36 27 36 27 36 27 36 27 36 27 36 27 37 38 38 38 38 38 38 38 38 38 38 38 38 38	15 ER 222 28.07% 60 0.882 41 OUND 0 ER 11 11 11 19 12 16 26 14 16 16 22 32 20 26 20 26 20 27 28 28 28 28 344 28 88	0 0 0.000% 0 0.0000 0 0 0 0 0 0 0 0 0 0	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 46 44 45 53 38 49 46 51 47 56 62 65 65 62 65 65 62 65 62 65 65 65 65 65 65 65 65 65 65	19 WT 253 24.71% 77 0.740 0.8: WESTE 2 WT 24 17 20 14 23 22 48 55 32 32 35 32 35 32 35 34 31 97 43	28 WR 317 30.96% 65 0.903 77 SOUND 0 WR 20 10 13 21 33 22 19 37 40 22 24 41 6 27 36 21 WR 440 22.16%	0 WU 0.00% 0.0000 0 WU 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	573 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848 811 805 842 857 848 854 TOTAL 13943
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR: PEAK HR VOL: PEAK HR ACTOR: PEAK HR VOL: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:00 PM 3:30 PM 3:30 PM 4:15 PM 4:35 PM 4:35 PM 5:30 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR:	NL 162 4.419% 46 0.821 1 NL 10 9 16 7 7 15 13 31 22 22 19 14 16 15 37 28 16 22 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	206 NT 3069 83.62% 11:45 AM - 787 787 0.894 0.894 0.894 201 222 204 169 213 247 248 216 234 201 214 299 189 202 189 190 198 212 NT 3732 212 NT 3732 74.7496 05:30 PM - 802	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30 37 31 181 83 42 59 45 53 40 45 47 47 47 48 49 49 50 60 63 63 64 67 69 60 63 63 63 64 65 66 63 63 63 64 65 66 66 67 67 69 60 60 60 60 60 60 60 60 60 60	NU 4 0.11% 0.11% 0.250 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 19 34 33 24 47 32 36 32 SL 510 8.85%	T77 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 557 214 224 235 180 241 234 277 268 294 268 294 268 294 303 303 303 303 ST 4695 81.47%	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29 33 35 36 39 36 40 39 36 40 39 36 40 39 558 9.68%	0 SU 2 0.07% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 11 20 31 18 30 19 18 30 21 20 EL 417 34.72%	9 ET 217 27.43% 55 0.573 0.84 EASTB 2 ET 16 10 13 14 26 29 36 36 26 27 34 27 30 24 27 30 24 27 30 24 27 30 28 28 29 29 30 20 21 21 21 21 21 21 21 21 21 21 21 21 21	15 ER 222 28.07% 60 0.882 41 11 11 19 12 16 26 14 16 16 22 20 23 31 21 13 21 26 ER 344 28.64%	0 0.00% 0.0000 0.0000 0 0 0 0 0 0 0 0 0	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 46 44 43 38 49 46 51 47 56 62 65 54 65 53 WL 908 45.72%	19 WT 253 24.71% 0.77 0.740 0.85 WESTE 2 WT 24 17 20 14 14 23 32 35 32 32 35 52 45 55 52 45 32 31.97%	28 WR 317 30.96% 65 0.903 77 OUND 0 WR 20 10 13 33 21 33 22 34 40 22 44 16 27 36 21 WR 440 22.16%	0 WU 0.00% 0 0.000 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	TOTAL 8551 TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 848 871 805 842 857 848 854 TOTAL 3401
1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:35 PM 3:00 PM 3:30 PM 3:30 PM 4:00 PM 4:30 PM 4:50 PM 6:15 PM 5:30 PM 6:15 PM 5:45 PM 6:15 PM 5:45 PM 6:15 PM 6:15 PM 6:15 PM	NL 10 9 16 7 15 13 31 16.63%	206 NT 3069 83.62% 11:45 AM - 787 0.894 0.894 0.894 NORTHI 2 NT 2 222 204 169 213 247 248 216 234 201 214 189 222 186 165 202 190 213 3732 374,74% 605:30 PM - 802	30 NR 435 11.85% 12:45 PM 127 0.858 23 BOUND 0 NR 30 37 31 181 83 42 59 45 53 40 45 47 47 47 48 49 49 50 60 63 63 64 67 69 60 63 63 63 63 63 64 65 66 63 63 63 63 64 65 66 67 67 68 68 68 68 68 68 68 68 68 68	0 NU 4 0.11% 1 0.250 0 NU 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	19 SL 229 7.47% 68 0.708 1 SL 24 18 19 21 30 19 34 29 30 29 19 34 47 32 36 32 SL 51 51 51 51 51 51 51 51 51 51	177 ST 2574 83.95% 748 0.835 0.8 SOUTH 2 ST 214 250 194 235 180 241 234 277 268 294 253 303 303 291 268 307 305 323 ST 4695 81.47%	15 SR 261 8.51% 85 0.850 64 BOUND 1 SR 21 20 23 24 23 26 29 33 35 36 39 36 40 39 36 40 39 36 40 39 558 9.68%	0 SU 2 0.07% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	27 EL 352 44.50% 80 0.952 1 EL 20 12 24 20 26 28 24 12 20 41 31 18 19 18 30 33 31 20 EL 417 34.72%	9 ET 217 27.43% 55 0.573 0.8-2 EASTB 2 ET 16 10 13 14 26 29 23 36 29 27 36 27 36 27 36 27 36 27 36 27 36 27 36 27 37 38 38 38 38 38 38 38 38 38 38 38 38 38	15 ER 222 28.07% 60 0.882 41 11 11 19 12 16 26 14 16 16 22 20 23 31 21 13 21 26 ER 344 28.64%	0 0 0.000% 0 0.0000 0 0 0 0 0 0 0 0 0 0	22 WL 454 44.34% 142 0.826 1 WL 46 37 37 46 44 45 53 38 49 46 51 47 56 62 65 65 62 65 65 62 65 62 65 65 65 65 65 65 65 65 65 65	19 WT 253 24.71% 77 0.740 0.8: WESTE 2 WT 24 17 20 14 23 22 48 55 32 32 35 32 35 32 35 34 31 97 43	28 WR 317 30.96% 65 0.903 77 OUND 0 WR 20 10 13 33 21 33 22 34 40 22 44 16 27 36 21 WR 440 22.16%	0 WU 0.00% 0.0000 0 WU 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 8551 TOTAL 2342 0.921 TOTAL 660 635 578 709 747 769 784 811 771 848 8775 839 805 842 854 TOTAL 13943

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

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

NS/EW Streets: AM 6:30 AM																	
AM		Fry F	5H			Fry F	54						Apple River				
									Ra		hool Svc Rd		Ra		hool Svc Rd	1	
		NORTHE				SOUTH				EASTB	OUND			WESTB			
6:30 AM	1	2	0	0	1	2	0	0	0	2	0	0	1	2	0	0	
6:30 AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	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		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	269 210	63 89	2	35 40	221 188	1 2	19 0	15	11	2	0	49 33	2 5	29 17	0	721 616
7:30 AM	1 4						3		13	15	4						
7:45 AM 8:00 AM	2	264	77	0	38 7	222 192	3	0	10	0	3	0	68 18	55	42 11	0	796 483
	2	209	24 49	1		225	6	0	12	0	0	0	18	2	4	0	483 607
8:15 AM 8:30 AM		276	49	1	11 6	242	8	0	13 7	0	2	0	38	4	4	0	641
8:30 AW 8:45 AM	4		5	0		197	-	0	10	0	2	0	38 19	0	5	0	
9:00 AM	6	267 224	5	0	6	184	12 10	0	5	0	6	0	19	0	2	0	525 444
9:15 AM	5	235	1	1		196	12	0	7	0	5	0	6	0	1	0	470
9:30 AM	4	206	5	Ó	2	157	8	1	8	0	2	0	1	0	3	0	397
9:45 AM	3	216	9	1	1	163	9	ó	6	0	5	0	2	Ö	2	0	417
7.43 AW	"	210	,	'	· '	103	,	·	Ü	Ü	3		-	Ü	-	·	417
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	44	3479	515	7	233	2830	82	59	148	83	47	0	379	73	179	0	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 -	MA 00:80														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
		0.92	20			0.89	97			0.53	35			0.62	21		0.687
NOON		NORTHE				SOUTH				EASTB				WESTB			
NOON	1	2	0	0	1	2	0	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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	398 388
10:45 AM		186	6	0	1	166	6	0	8	0	6	0	3	0		0	
11:00 AM	2 7	212	10	0		169 178	9	0	4	0	6	0	7	0	5	0	425
11:15 AM	5	196 235	5 9	0	4	178	13 19	1 0	10	1	3 2	0	6 6	1 0	1 2	0	426 417
11:30 AM 11:45 AM	9	195	8	0	4	232	25	1	9 10	1 0	2	0	0	0	3	0	417
		219	9	0		190	12	0		1	7	0	7	0	2		
12:00 PM 12:15 PM	6 5	222	7	0	3	190	12	0	6 13	1	7	0	11	1	9	0 0	462 485
12:30 PM	8	222	6	0	1 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	7	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	ō	203	8	ō	9	Ó	8	0	3	Ó	2	Ō	441
1:30 PM	4	228	7	Ö	l i	196	11	ō	11	Ō	5	0	1	Ō	2		467
1:45 PM	o																
1.43 PW		205	7	1	4	214	5	1	7	0	6	0	18	0	10	1 0	478
1.45 PW	0			1			5	1				-	18	0	10	0	478
	NL	NT	NR	1 NU	4 SL	214 ST	5 SR	1 SU	7 EL	0 ET	ER	EU	18 WL	0 WT	10 WR	0 WU	478 TOTAL
TOTAL VOLUMES :	NL 79	NT 3330	NR 101	NU 3	4 SL 36	214 ST 2989	5 SR 181	SU 4	7 EL 157	O ET 7	ER 98	EU 0	18 WL 98	WT 6	10 WR 54	WU 1	478
TOTAL VOLUMES : APPROACH %'s :	NL	NT 3330 94.79%	NR 101 2.88%	1 NU	4 SL	214 ST	5 SR	1 SU	7 EL	0 ET	ER	EU	18 WL	0 WT	10 WR	0 WU	478 TOTAL 7144
TOTAL VOLUMES : APPROACH %'s : PEAK HR :	NL 79 2.25%	NT 3330 94.79% 11:45 AM -	NR 101 2.88% 12:45 PM	NU 3 0.09%	4 SL 36 1.12%	ST 2989 93.12%	5 SR 181 5.64%	SU 4 0.12%	7 EL 157 59.92%	0 ET 7 2.67%	ER 98 37.40%	EU 0 0.00%	18 WL 98 61.64%	0 WT 6 3.77%	10 WR 54 33.96%	0 WU 1 0.63%	TOTAL 7144
TOTAL VOLUMES : APPROACH %'S : PEAK HR : PEAK HR VOL :	NL 79 2.25%	NT 3330 94.79% 11:45 AM - 858	NR 101 2.88% 12:45 PM 30	NU 3 0.09%	4 SL 36 1.12%	214 ST 2989 93.12%	5 SR 181 5.64%	SU 4 0.12%	7 EL 157 59.92%	0 ET 7 2.67%	ER 98 37.40%	EU 0 0.00%	18 WL 98 61.64%	0 WT 6 3.77%	10 WR 54 33.96%	0 WU 1 0.63%	478 TOTAL 7144
TOTAL VOLUMES : APPROACH %'s : PEAK HR :	NL 79 2.25%	NT 3330 94.79% 11:45 AM - 858 0.966	NR 101 2.88% 12:45 PM 30 0.833	NU 3 0.09%	4 SL 36 1.12%	ST 2989 93.12% 837 0.902	5 SR 181 5.64%	SU 4 0.12%	7 EL 157 59.92%	0 ET 7 2.67% 4 0.500	ER 98 37.40% 25 0.893	EU 0 0.00%	18 WL 98 61.64%	0 WT 6 3.77%	10 WR 54 33.96% 18 0.500	0 WU 1 0.63%	TOTAL 7144
TOTAL VOLUMES : APPROACH %'S : PEAK HR : PEAK HR VOL :	NL 79 2.25%	NT 3330 94.79% 11:45 AM - 858	NR 101 2.88% 12:45 PM 30 0.833	NU 3 0.09%	4 SL 36 1.12%	214 ST 2989 93.12%	5 SR 181 5.64%	SU 4 0.12%	7 EL 157 59.92%	0 ET 7 2.67%	ER 98 37.40% 25 0.893	EU 0 0.00%	18 WL 98 61.64%	0 WT 6 3.77%	10 WR 54 33.96% 18 0.500	0 WU 1 0.63%	478 TOTAL 7144 TOTAL 1945
TOTAL VOLUMES : APPROACH %'S : PEAK HR : PEAK HR VOL :	NL 79 2.25%	NT 3330 94.79% 11:45 AM - 858 0.966 0.97	NR 101 2.88% 12:45 PM 30 0.833	NU 3 0.09%	4 SL 36 1.12%	ST 2989 93.12% 837 0.902 0.86	5 SR 181 5.64% 62 0.620	SU 4 0.12%	7 EL 157 59.92%	0 ET 7 2.67% 4 0.500 0.82	ER 98 37.40% 25 0.893	EU 0 0.00%	18 WL 98 61.64%	0 WT 6 3.77% 3 0.375 0.58	10 WR 54 33.96% 18 0.500	0 WU 1 0.63%	478 TOTAL 7144 TOTAL 1945
TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	NL 79 2.25% 28 0.778	NT 3330 94.79% 11:45 AM - 858 0.966 0.97	NR 101 2.88% 12:45 PM 30 0.833	NU 3 0.09% 0 0.000	4 SL 36 1.12% 11 0.688	ST 2989 93.12% 837 0.902 0.86	5 SR 181 5.64% 62 0.620 69 BOUND	1 SU 4 0.12% 1 0.250	7 EL 157 59.92% 40 0.769	0 ET 7 2.67% 4 0.500 0.82	ER 98 37.40% 25 0.893 21	EU 0 0.00% 0 0.000	WL 98 61.64% 28 0.636	0 WT 6 3.77% 3 0.375 0.58	10 WR 54 33.96% 18 0.500	0 WU 1 0.63% 0 0.000	478 TOTAL 7144 TOTAL 1945
TOTAL VOLUMES : APPROACH %'S : PEAK HR : PEAK HR VOL :	NL 79 2.25% 28 0.778	NT 3330 94.79% 11:45 AM - 858 0.966 0.97	NR 101 2.88% 12:45 PM 30 0.833 70 30UND 0	1 NU 3 0.09% 0 0.000	4 SL 36 1.12% 11 0.688	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI	5 SR 181 5.64% 62 0.620 99	1 SU 4 0.12% 1 0.250	7 EL 157 59.92% 40 0.769	0 ET 7 2.67% 4 0.500 0.82	ER 98 37.40% 25 0.893 21 OUND 0	EU 0 0.00% 0 0.000	WL 98 61.64% 28 0.636	0 WT 6 3.77% 3 0.375 0.58	10 WR 54 33.96% 18 0.500 33	0 WU 1 0.63% 0 0.000	478 TOTAL 7144 TOTAL 1945 0.969
TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	NL 79 2.25% 28 0.778	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2	NR 101 2.88% 12:45 PM 30 0.833 70 BOUND 0 NR	1 NU 3 0.09% 0 0.000	4 SL 36 1.12% 11 0.688	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 2 ST	5 SR 181 5.64% 62 0.620 69 BOUND 0 SR	1 SU 4 0.12% 1 0.250	7 EL 157 59.92% 40 0.769	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET	ER 98 37.40% 25 0.893 21 OUND 0 ER	EU 0 0.00% 0 0.000	18 WL 98 61.64% 28 0.636	0 WT 6 3.77% 3 0.375 0.58 WESTB 2	10 WR 54 33.96% 18 0.500 33 BOUND 0 WR	0 WU 1 0.63% 0 0.000	TOTAL 1945 0.969
TOTAL VOLUMES: APPROACH %'S: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	NL 79 2.25% 28 0.778	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2 NT	NR 101 2.88% 12:45 PM 30 0.833 70 BOUND 0 NR 7	1 NU 3 0.09% 0 0.000	4 SL 36 1.12% 11 0.688	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 2 ST 254	5 SR 181 5.64% 62 0.620 99	1 SU 4 0.12% 1 0.250	7 EL 157 59.92% 40 0.769	0 ET 7 2.67% 4 0.500 0.82	ER 98 37.40% 25 0.893 21 OUND 0 ER 3	EU 0 0.00% 0 0.000	18 WL 98 61.64% 28 0.636	0 WT 6 3.77% 3 0.375 0.58	10 WR 54 33.96% 18 0.500 33 BOUND 0 WR 2	0 WU 1 0.63% 0 0.000	478 TOTAL 7144 TOTAL 1945 0.969 TOTAL 554
TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	NL 79 2.25% 28 0.778	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2	NR 101 2.88% 12:45 PM 30 0.833 70 BOUND 0 NR	1 NU 3 0.09% 0 0.000	4 SL 36 1.12% 11 0.688	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 2 ST	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15	1 SU 4 0.12% 1 0.250	7 EL 157 59.92% 40 0.769	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET	ER 98 37.40% 25 0.893 21 OUND 0 ER	EU 0 0.00% 0 0.000	18 WL 98 61.64% 28 0.636	0 WT 6 3.77% 3 0.375 0.58 WESTB 2 WT	10 WR 54 33.96% 18 0.500 33 BOUND 0 WR	0 WU 1 0.63% 0 0.000	TOTAL 1945 0.969
TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PM 2:00 PM 2:15 PM 2:30 PM	NL 79 2.25% 28 0.778 1 NL 3 2	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2 NT 240 214	NR 101 2.88% 12:45 PM 30 0.833 70 BOUND 0 NR 7 20 36	1 NU 3 0.09% 0 0.000	4 SL 36 1.12% 11 0.688 1 SL 2 5 20	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 2 ST 254 252 202	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16	1 SU 4 0.12% 1 0.250	7 EL 157 59.92% 40 0.769 0 EL 5 14 11	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET 0	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4	EU 0 0.00% 0 0.000	18 WL 98 61.64% 28 0.636 1 WL 22 4 15	0 WT 6 3.77% 3 0.375 0.58 WESTB 2 WT 1	10 WR 54 33.96% 18 0.500 33 BOUND 0 WR 2 3 9	0 WU 1 0.63% 0 0.000	TOTAL 1945 0.969 TOTAL 554 529 533
TOTAL VOLUMES: APPROACH %'S: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PM 2:00 PM 2:15 PM 2:30 PM 2:35 PM	NL 79 2.25% 28 0.778 1 NL 3 2 5	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2 NT 240 214 208 259	NR 101 2.88% 12:45 PM 30 0.833 70 BOUND 0 NR 7 20	1 NU 3 0.09% 0 0 0.000 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 2 ST 254 252 202 282	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10	1 SU 4 0.12% 1 0.250	7 EL 157 59.92% 40 0.769 0 EL 5 14 11	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET 0	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4 6 6	EU 0 0.00% 0 0.000	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36	0 WT 6 3.77% 3 0.375 0.58 WESTB 2 WT 1 1 0 5	10 WR 54 33.96% 18 0.500 83 30UND 0 WR 2 3 9 32	0 WU 1 0.63% 0 0.000	TOTAL 554 529 533 719
TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM	NL 79 2.25% 28 0.778 1 NL 3 2 5 2	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2 NT 240 214 208 259 247 211	NR 101 2.88% 12:45 PM 30 0.833 70 30 NR 7 20 36 48 44 74	1 NU 3 0.09% 0 0.000	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 2 ST 254 252 202 282 248 268	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16	1 SU 4 0.12% 1 0.250 0 SU 0 1 4 7	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 11 10 17	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET 0 2 1 4	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4 6	EU 0 0.000%	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21	0 WT 6 3.77% 3 0.375 0.58 WESTE 2 WT 1 1 0 5 8 1	10 WR 54 33.96% 18 0.500 83 33 33 33 30 WR 2 3 9 32 20 10	0 WU 1 0.63% 0 0.000	TOTAL 1945 0.969 TOTAL 554 529 533 719 690 686
TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:15 PM 3:15 PM 3:31 PM	NL 79 2.25% 0.778 1 NL 3 2 5 2 0 2 4	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2 NT 240 214 208 259 247 211 248	NR 101 2.88% 12:45 PM 30 0.833 70 30UND 0 NR 7 20 36 48 44 74 74 39	1 NU 3 0.09% O 0.000 O NU O 0 O O O O O O O O O O O O O O O O O	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 41 16	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 2 ST 254 252 202 282 248 268 270	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10	1 SU 4 0.12% 1 0.250 0 SU 0 1 4 7 2	7 EL 157 59.92% 40 0.769 0 EL 11 11 10 17 10	0 ET 7 2.67% 4 0.500 0.83 EASTB 2 ET 0 2 1 4 9 13 5	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4 6 6 6 6 11 8	EU 0 0 0.000% 0 0.0000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21 60	0 WT 6 3.77% 3 0.375 0.58 WESTB 2 WT 1 1 0 5 8 1 3 0.30	10 WR 54 33.96% 18 0.500 83 30UND 0 WR 2 3 9 32 20 10 37	0 WU 1 0.63% 0 0.000	TOTAL 1945 0.969 TOTAL 554 529 686 686 742
TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: POM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:35 PM 3:35 PM	NL 79 2.25% 28 0.778 1 NL 3 2 5 2 0 2 4 4 5	NT 3330 94,79% 11,45 AM - 858 0.966 0.97 NORTHE 2 NT 240 214 208 259 247 211 248 212	NR 101 2.88% 12:45 PM 30 0.833 70 30 UND 0 NR 7 20 36 48 44 74 39 29	1 NU 3 0.09% 0 0.000 0 NU 0 0 0 0 0 0 0 1 1 1	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 16 9	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 2 5T 254 252 202 282 248 268 270 301	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10 11 13 13	1 SU 4 0.12% 1 0.250 0 SU 0 1 4 7 7 2 1 1	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 11 10 17 10 11	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET 0 2 2 1 4 9 13 5 0	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4 6 6 6 6 11 8 4 4	EU 0 0.000% 0 0.0000 0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21 60 69	0 WT 6 3.77% 0.375 0.58 WESTB 2 WT 1 1 0 5 8 1 3 3 2 2 1	10 WR 54 33.96% 18 0.5000 33 SOUND 0 WR 2 3 9 32 20 10 37 29	0 WU 1 0.63% 0 0.000	TOTAL 1945 0.969 TOTAL 554 529 533 719 690 686 742 700
TOTAL VOLUMES: APPROACH % s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 2:35 PM 3:00 PM 3:15 PM 3:35 PM 3:45 PM 4:00 PM	NL 79 2.25% 28 0.778 1 NL 3 2 5 2 0 2 4 5 6	NT 3330 94.79% 11:45 AM - 858 60.966 0.966 NORTHE 2 114 240 214 208 259 247 211 248 212 238	NR 101 2.88% 12:45 PM 30 0.833 00 NR 7 20 36 48 44 44 74 49 40	1 NU 3 0.09% 0 0.000	11 0.688 1 1 SL 2 5 20 17 13 44 16 9 17	214 ST 2999 93.12% 837 0.902 0.802 SOUTHI 2 554 252 202 282 248 270 301 303	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10 14 13 13 7 8	1 SU 4 0.12% 1 0.250 0 SU 0 1 4 7 7 2 1 1 1	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 10 17 10 111	0 ET 7 2.67% 4 0.500 0.83 EASTB 2 ET 0 2 1 4 9 13 5	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4 6 6 6 111 8 4 4 6	EU 0 0 0.00% 0 0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21 60 69 69 23	0 WT 6 3.77% 3 0.375 0.582 WESTE 2 WT 1 1 0 5 8 1 3 30 21	10 WR 54 33.96% 18 0.500 83 SOUND 0 WR 2 3 9 9 10 37 29 8	0 WU 1 0.63% 0 0.0000	TOTAL 1945 0.969 TOTAL 554 529 533 719 690 686 742 700 668
TOTAL VOLUMES:	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 2 4 4 5 6 9	NT 3330 94.79%. 11.45 AM - 858 0.966 0.97 NORTHE 2 114 208 259 247 211 248 212 238 235	NR 101 2.88% 12:45 PM 30 0.833 70 30 30 0.833 70 30 0 NR 7 20 36 48 44 74 39 29 40 53	1 NU 3 0.09% 0 0.000 0 NU 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 1 1 0.688 1 SL 2 5 5 20 17 13 44 16 9 17 9	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 252 252 202 282 248 268 270 301 303 327	5 SR 181 5.64% 0.620 99 330UND 0 SR 15 7 16 10 14 13 7 8 21	1 SU 4 0.12% 1 0.250 0 SU 0 1 4 7 2 1 1 1 1	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 11 11 10 17 10 11 11	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET 0 2 2 1 4 9 13 5 0	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4 6 6 6 11 8 4 6 6 9	EU 0 0.0000	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21 60 69 23 61	0 WT 6 3.77% 3 0.375 0.58 WESTB 2 WT 1 1 0 5 8 1 3 3 2 21 1 6	10 WR 54 33.96% 18 0.500 33 BOUND 0 WR 2 3 9 32 20 10 10 37 29 8 26	0 WU 1 0.63% 0 0.0000	TOTAL 1945 0.969 TOTAL 554 529 533 719 690 686 742 700 668 760 760 760 760 760 760 760 760 760 760
TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:30 PM 3:30 PM 4:00 PM 4:15 PM 4:31 PM	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 0 2 4 5 5 6 9 9 6 6	NT 3330 94.79% 11.45 AM - 858 0.966 0.97 NORTHE 2 NT 240 214 208 259 247 211 248 212 238 235 219	NR 101 2.88% 12:45 PM 30 0.833 00 0 830UND 0 NR 7 7 20 36 48 44 47 439 49 40 53 9	1 NU 3 0.09% 0 0.000	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 16 9 9 17	214 ST 2989 93.12% 837 0.902 0.86 SOUTHH 2 55 ST 254 252 202 282 248 270 301 303 327 329	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10 14 13 13 13 7 8 21 10	1 SU 4 0.12% 1 0.250 0 SU 0 1 4 7 7 2 1 1 1 1 0 0	7 EL 157 59.92% 40 0.769 0 EL 5 14 111 10 17 10 11 11 2 11	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET 0 2 2 1 4 9 13 5 0	25 0.893 21 0UND 0 ER 3 4 6 6 6 6 11 8 4 6 9 8	EU 0 0 0.00% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 0.636 1 WL 22 4 15 36 69 21 60 69 23 61 42	0 WT 6 3.77% 3 0.375 0.582 WESTE 2 WT 1 1 0 5 8 1 3 30 21	10 WR 54 33.96% 18 0.500 83 SOUND 0 WR 2 3 9 32 20 10 37 29 8 26 11	0 WU 1 0.63% 0 0.000 WU 0 0 0 0 0 0	TOTAL 1945 0.969 TOTAL 554 529 533 719 686 742 700 668 760 647
PIM 2:00 PM 2:00 PM 2:15 PM 2:30 PM 2:35 PM 3:15 PM 3:45 PM 4:30 PM 4:30 PM 4:35 PM	NL 79 2.25% 28 0.778 1 NL 3 2 5 2 0 0 2 4 5 6 9 9 6 12	NT 3330 94.79% 11:45 AM - 858 0.966 0.977 NORTHE 2 140 214 240 224 248 225 247 211 248 248 248 248 245 259 259	NR 101 2.88% 30 0.833 70 0.833	1 NU 3 0.09% 0 0.000 0 NU 0 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 1 1 0.688 1 SL 2 5 20 17 13 44 16 9 17 9	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 2 252 202 282 248 268 270 301 303 327 329 329 342	5 SR 181 5.64% 0.620 99 330UND 0 SR 15 7 16 10 14 13 13 7 8 21 10	1 SU 4 0.12% 1 0.250 0 SU 0 1 4 7 7 2 1 1 1 1 0 0	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 11 10 17 10 11 12 11 19	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET 0 2 2 1 4 9 13 5 0	ER 98 37.40% 25 0.893 21 1 OUND 0 ER 3 4 6 6 6 6 11 8 4 6 6 9 8 11 1	EU 0 0 0.00% 0 0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21 60 69 23 61 41 42 26	0 WT 6 3.77% 3 0.375 0.582 WESTE 2 WT 1 1 0 5 8 1 3 3 0 21 1 1 6 0 0	10 WR 54 33.96% 18 0.500 93 30UND 0 WR 2 3 9 32 20 10 10 37 29 8 26 11 8	0 WU 1 0.63% 0 0.000 0 WU 0 0 0 0 0 0 1 1 0	TOTAL 1945 0.969 TOTAL 554 529 533 719 690 686 742 700 668 760 647 706
TOTAL VOLUMES:	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 0 2 4 5 6 9 9 6 6 12 8	NT 3330 94.79% 11.45 AM - 858 0.966 0.97 NORTHI 2 UT 240 214 208 259 247 211 248 212 238 235 219 259 256	NR 101 2.88% 101 2.85 PM 30 0.833 00 ND 0 NR 7 20 36 48 44 44 74 74 79 9 40 53 9 9 16 10 10	1 NU 3 0.09% 0 0.000 0 NU 0 0 0 0 1 1 1 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 16 9 17 9 1 6 3	214 ST 2989 93.12% 837 0.902 0.862 SOUTHI 2 254 252 202 282 248 268 270 301 303 327 329 342 336	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10 14 13 13 7 8 21 10 15	1 SU 4 0.12% 1 0.250 0 SU 0 1 4 7 7 2 1 1 1 1 0 0 0	7 EL 157 59,92% 40 0,769 0 EL 5 14 111 110 107 117 10 111 111 2 111 9 13	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET 0 2 2 1 4 9 13 5 0	ER 98 37.40% 25 0.893 21 OUND 0 ER 4 6 6 6 6 11 8 4 6 6 9 8 11 13	EU 0 0 0.00% 0 0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 61.64% 28 0.636 1 WL L2 4 1 15 36 69 21 60 69 23 61 1 42 26 19	0 WT 6 3.77% 3 0.375 0.58 WESTB 2 WT 1 1 0 5 8 1 3 3 0 21 1 1 6 0 0 1	10 WR 54 333.96% 18 0.500 83 SOUND 0 WR 2 3 9 32 20 10 37 29 8 26 11 8 18 3	0 WU 1 0.63% 0 0.000 WU 0 0 0 0 0 0 0 0	TOTAL 1945 0.969 TOTAL 554 529 533 719 690 686 742 700 668 760 647 760 6673
TOTAL VOLUMES: APPROACH % 6's: PEAK HR: PEAK HR: PEAK HR: PEAK HR: PEAK HR: VOL: PEAK HR FACTOR: PEAK HR: VOL: 15 PM 2: 30 PM 2: 45 PM 3: 15 PM 3: 15 PM 4: 10 PM 4: 30 PM 4: 30 PM 4: 30 PM 4: 30 PM 5: 15 PM 5: 10 PM 5: 15 PM 5: 10 PM 5: 15 PM 5:	NL 79 2.25% 28 0.778 1 NL 3 2 2 5 5 6 6 9 6 6 12 8 10	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2 11 240 214 208 259 247 211 248 212 238 235 219 256 252 256 252	NR 101 2.88% 12:45 PM 30 0.833 70 0.833	NU 3 0.09% 0.000 0.000 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 16 9 17 9 17 9	214 ST 2989 93.12% 837 0.902 0.88 SOUTHI 254 252 202 282 248 268 270 301 303 327 329 329 342 336 363	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10 14 13 3 7 8 21 10 10 15	1 SU 4 0.12% 1 0.250 0 SU 0 1 4 4 7 7 2 1 1 1 0 0 0 0 0	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 10 17 10 11 12 11 19 13 19	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET 0 2 1 4 9 13 5 0 0 2 1 1 1	ER 98 37.40% 25 0.893 21 1 OUND 0 ER 3 4 6 6 6 6 6 111 8 4 4 6 9 8 8 11 13 12	EU 0 0 0.000% 0 0.0000 0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21 60 69 23 61 42 26 19 8	0 WT 6 3.777% 3 0.375 0.582 WESTE 2 WT 1 1 0 5 8 1 3 30 21 1 1 6 0 0 1	10 WR 54 33.96% 18 0.500 33 30UND 0 WR 2 3 9 32 20 10 37 29 8 26 11 8 3 2	0 WU 1 0.63% 0 0.000 0 WU 0 0 0 0 0 0 0 0	TOTAL 1945 0.969 TOTAL 554 529 690 668 742 700 668 760 647 706 673
PIM 2:00 PM 2:00 PM 2:15 PM 2:00 PM 2:15 PM 2:30 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:51 PM 4:51 PM	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 2 4 4 5 6 9 9 6 12 8 10 6	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHI 2 1 1 2 2 1 2 2 1 2 2 3 2 2 2 5 2 5 2 5 2 5 5 2 7 5 2 7 5 5 6 2 5 5 2 7 5 5 6 2 5 5 2 7 5 5 6 2 5 5 2 7 5	NR 101 2.88% 103 30 0.833 0 0 0.833 0 0 NR 7 7 20 36 48 44 74 39 40 53 9 16 10 7 7 7	1 NU 3 0.09% 0 0.000 NU 0 0 0 0 0 1 1 1 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 16 9 17 19 16 3 3 1	214 ST 2889 93.12% 837 0.902 0.86 SOUTHI 2 51 254 252 202 282 248 268 270 301 303 327 329 342 336 363 363 369	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 10 14 13 13 7 8 21 10 15 10 15 10 11 10 11 11 11 11 11 11 11	1 SU 4 0.12% 1 0.250 0 SU 0 1 1 4 7 7 2 1 1 1 0 0 0 0 0	7 EL 157 59,92% 40 0,769 0 EL 5 14 11 11 10 17 10 11 11 2 11 2 11 9 13 19 12	ET 7 2.67% 4 0.500 0.8; EASTB 2 ET 0 2 1 4 9 9 13 13 5 0 2 2 1 1 1 1 1 1 1 1 0 0	ER 98 37.40% 25 0.893 21 OUUND 0 ER 3 4 6 6 6 6 111 8 4 4 6 6 9 8 11 13 12 10	EU 0 0 0.0000	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21 60 69 23 61 42 26 60 19 8 6 6	0 WT 6 3.777% 3 0.375 0.58 WESTE 2 WT 1 1 0 0 5 8 1 30 21 1 1 6 6 0 1	10 WR 54 33.96% 18 0.500 83 SOUND 0 WR 2 2 3 9 32 20 10 37 29 8 26 11 8 3 2 5	0 WU 1 0.63% 0 0.000 WU 0 0 0 0 0 0 0 0	TOTAL 1945 0.969 TOTAL 554 529 533 719 680 642 700 668 760 647 706 673 695 644
PM 2:00 PM 2:00 PM 2:15 PM 2:30 PM 2:31 PM 3:30 PM 3:45 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:30 PM	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 2 4 4 5 6 9 6 6 12 8 10 6 6 6 6	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2 14 208 259 247 211 248 212 238 235 219 259 256 252 275 225	NR 101 2.88% 103 30 0.833 70 0	NU 3 0.09% 0.000 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 16 9 17 9 1 6 3 3 1 3	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 2 5T 254 252 202 282 248 268 270 301 303 327 329 342 336 309 337	5 SR 181 5.64% 62 0.620 9 3OUND 0 SR 15 7 16 10 14 13 7 8 21 10 15 10 15 10 15 10 15 16 10 15 16 16 17 18 18 18 18 18 18 18 18 18 18	1 SU 4 0.12% 1 0.250 SU 0 1 4 7 7 2 1 1 1 1 0 0 0 0 0	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 10 17 10 11 11 2 11 9 13 19 12 15	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET 0 2 1 4 9 9 13 5 0 0 2 1 1 1 1	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4 4 6 6 6 6 11 8 4 4 6 9 8 8 11 13 12 10 10 10	EU 0 0 0.000% 0 0.0000 0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 0.636 1 WL 22 4 15 36 69 21 60 69 69 223 61 42 26 19 8 6 8	0 WT 6 3.77% 3 0.375 0.58 WESTE 2 WT 1 1 0 5 8 8 1 1 30 21 1 1 6 0 0 1	10 WR 54 33.96% 18 0.500 33 33 33 33 30 WR 2 3 9 10 37 29 8 26 11 8 3 2 5 6	0 WU 1 0.63% 0 0.000 WU 0 0 0 0 0 0 0 0 0	TOTAL 1945 0.969 TOTAL 554 529 690 686 742 700 668 760 673 695 644 639
PIM 2:00 PM 2:15 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:30 PM 3:30 PM 4:00 PM 4:30 PM 4:50 PM 4:50 PM 5:50 PM 5:45 PM	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 0 2 4 4 5 6 6 9 6 12 8 10 6 6 6 6 10	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2 12 240 214 248 259 247 211 248 235 219 256 252 275 225 284	NR 101 2.88% 103 0 0.833 0 0 0.833 0 0 NR 7 20 0 NR 7 20 0 10 10 10 10 10 10 10 10 10 10 10 10	1 NU 3 0.09% 0 0.000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 16 9 17 9 1 16 3 3 3 1 1 6	214 ST 2889 93.12% 837 0.902 0.86 SOUTHI 254 252 202 282 248 270 301 303 327 329 342 336 363 363 369 337 385	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10 14 13 7 8 21 10 15 10 11 11 12 23 14	1 SU 4 0.12% 1 0.250 SU 0 1 4 7 7 2 1 1 1 0 0 0 0 0	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 11 10 17 10 11 11 2 11 2 11 9 13 19 12 15 10	EASTB 2 ET 0 2 1 4 9 9 13 5 0 2 2 1 1 1 1 1 1 0 0 0 0 0 0 0 0	ER 98 37.40% 25 0.893 21 OUIND 0 ER 3 4 6 6 6 6 6 11 1 8 4 6 6 9 8 11 1 13 12 10 10 10 10	EU 0 0 0.000% O 0.0000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 61.64% 28 0.636 11.64% 22 4 11.5 36 69 69 23 61 42 22 66 11.9 8 6 6 8 9	0 WT 6 3.77% 3 0.375 WESTE 2 WT 1 1 0 5 8 1 3 3 0 21 1 1 6 0 0 1 1	10 WR 54 33.96% 18 0.500 83 SOUND 0 WR 2 3 9 32 20 10 37 7 29 8 26 11 1 8 3 2 5 6 7	0 WU 1 0.63% 0 0.000 WU 0 0 0 0 0 0 0 0 0	TOTAL 1945 0.969 TOTAL 554 529 533 719 680 686 760 667 700 667 673 695 644 639 743
TOTAL VOLUMES: APPROACH % 6 s.; PEAK HR: PEAK HR: PEAK HR: PEAK HR: POL: PEAK HR FACTOR: PEAK HR: VOL: PEAK HR: PEAK HR	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 0 2 4 4 5 6 6 9 6 12 8 10 6 6 6 6 10	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2 14 208 259 247 211 248 212 238 235 219 259 256 252 275 225	NR 101 2.88% 103 30 0.833 70 0	NU 3 0.09% 0.000 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 16 9 17 9 1 6 3 3 1 3	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 2 5T 254 252 202 282 248 268 270 301 303 327 329 342 336 309 337	5 SR 181 5.64% 62 0.620 9 3OUND 0 SR 15 7 16 10 14 13 7 8 21 10 15 10 15 10 15 10 15 16 10 15 16 16 17 18 18 18 18 18 18 18 18 18 18	1 SU 4 0.12% 1 0.250 SU 0 1 4 7 7 2 1 1 1 1 0 0 0 0 0	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 10 17 10 11 11 2 11 9 13 19 12 15	0 ET 7 2.67% 4 0.500 0.82 EASTB 2 ET 0 2 1 4 9 9 13 5 0 0 2 1 1 1 1	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4 4 6 6 6 6 11 8 4 4 6 9 8 8 11 13 12 10 10 10	EU 0 0 0.000% 0 0.0000 0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 0.636 1 WL 22 4 15 36 69 21 60 69 69 223 61 42 26 19 8 6 8	0 WT 6 3.77% 3 0.375 0.58 WESTE 2 WT 1 1 0 5 8 8 1 1 30 21 1 1 6 0 0 1	10 WR 54 33.96% 18 0.500 33 33 33 33 30 WR 2 3 9 10 37 29 8 26 11 8 3 2 5 6	0 WU 1 0.63% 0 0.000 WU 0 0 0 0 0 0 0 0 0	TOTAL 1945 0.969 TOTAL 554 529 690 686 742 700 668 760 673 695 644 639
PIM 2:00 PM 2:00 PM 2:00 PM 2:15 PM 2:30 PM 2:30 PM 2:45 PM 3:30 PM 3:45 PM 4:00 PM 4:35 PM 4:00 PM 4:35 PM 4:30 PM	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 0 2 4 4 5 6 9 9 6 12 8 8 10 6 6 6 10 8 8	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2 NT 240 214 208 259 247 211 248 212 238 225 255 255 255 255 225 284 238	NR 101 2.88% 103 30 0.833 10 30 0.833 10 30 0.833 10 30 0.833 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NU 3 0.09% 0 0.000 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 St 36 1.12% 1 1 0.688 1 St 2 5 5 20 17 13 44 16 9 17 9 1 1 6 3 3 3 3 1 3	214 ST 2989 93.12% 837 0.902 0.88 SOUTHI 2 51 252 202 282 248 268 270 301 303 327 309 3342 336 363 309 337 385 380	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10 14 13 7 8 21 10 15 10 15 10 11 10 11 11 11 11 11 11 11	SU 4 0.12% 1 0.250 0 SU 0 1 4 7 7 2 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 10 17 10 11 12 11 19 13 19 12 15 10 21	0 ET 7 7 2.67% 4 0.500 0.82 EASTB ET 0 2 1 4 9 9 13 5 0 2 1 1 1 1 1 1 1 0 0 0 0 2 2	ER 98 37.40% 25 0.893 21 OUND 0 ER 6 6 6 6 11 8 4 6 6 9 8 11 13 12 10 10 10 10 11	EU 0 0 0.000% O 0.0000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21 40 22 60 69 23 61 42 26 19 8 6 8 9 10	0 WT 6 3.77% 3 0.375 0.582 WESTE 2 WT 1 1 0 5 8 1 3 3 0 21 1 1 6 0 0 1 1 1 0 1 1 0 1 1 0 1 0 1 1	10 WR 54 33.96% 18 0.500 93 33 30UND 0 WR 2 3 9 32 20 10 37 29 8 26 11 8 3 2 5 6 7 2	0 WU 1 0.63% 0 0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0	478 TOTAL 7144 1945 0.969 TOTAL 554 529 690 686 677 700 677 668 676 677 690 686 647 706 673 695 695 694 694 699 743
TOTAL VOLUMES: APPROACH %'s': PEAK HR:	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 0 2 4 5 6 6 9 6 6 12 8 10 6 6 6 10 8	NT 3330 94.79% 11.45 AM - 858 0.966 0.97 NORTHE 2 17 240 214 224 224 212 238 259 255 225 284 NT	NR 101 2.88% 103 30 0.833 00 0.833 00 ND 0 NR 7 7 20 36 48 44 44 74 39 9 40 53 53 53 16 10 7 7 7 5 5 7 7 5 NR	1 NU 3 0.09% 0 0.000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 16 9 17 9 1 6 3 3 3 6 0	214 ST 2889 93.12% 837 0.902 0.86 SOUTHI 254 252 202 282 248 268 270 301 303 303 327 329 342 336 363 309 337 385 380	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10 14 13 13 7 8 21 10 15 10 18 8 21 10 15 5 8 21 10 5 5 8 8 21 10 5 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1 SU 4 0.12% 1 0.250 0 SU 0 1 4 7 2 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 EL 157 59,92% 40 0,769 0 EL 5 14 11 11 10 17 17 10 11 11 2 11 9 13 19 12 15 10 21	ET 7 7 7 8 4 0.500 0.8; EASTB 2 ET 0 2 1 4 4 9 9 13 5 0 0 2 1 1 1 1 1 1 1 0 0 0 0 2 2 ET	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4 6 6 6 6 6 6 6 6 6 6 6 11 8 4 4 6 6 9 8 11 13 12 10 10 10 10 11 ER	EU 0 0 0.0000 O 0.0000 O EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21 60 69 23 61 142 26 19 8 6 8 9 10	0 WT 6 3.77% 3 0.375 0.58 WT 1 1 0 5 8 1 1 3 0 21 1 1 6 0 1 1 0 0 1 1 WT	10 WR 54 333.96% 18 0.500 83 SOUND 0 WR 2 3 9 32 20 10 37 29 8 26 11 8 3 2 5 6 7 2	0 WU 1 0.63% 0 0.000 WU 0 0 0 0 0 0 0 0 0 0 0	478 TOTAL 1945 10.969 TOTAL 1945 529 533 719 690 686 687 700 6673 695 644 639 743 695 TOTAL
TOTAL VOLUMES : APPROACH % 6 : S : PEAK HR : P	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 0 2 4 4 5 6 6 9 6 6 12 8 10 6 6 6 6 10 8 NL 104	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2 11 240 214 208 259 247 211 248 212 238 235 219 256 252 275 284 238 NT 4320	NR 101 2.88% 101 2.88% 100 3.83 3.70 3.64 4.84 4.44 4.45 4.85 5.3 9 16 10 7 7 7 5 7 5 7 7 5 NR 456	1 NU 3 0.09% 0.000 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 16 9 17 9 1 6 3 3 1 3 6 0 0 SL 1 1 1 1 1 1 1 1 1 1 1 1 1	214 ST 2989 93.12% 837 0.902 0.86 SOUTHI 2 5T 254 252 202 282 248 268 270 301 303 327 329 342 336 309 337 385 380 ST 5488	5 SR 181 5.64% 62 0.620 9 3OUND 0 SR 15 7 16 10 14 13 7 8 21 10 15 10 15 10 15 16 10 15 16 17 18 18 18 18 18 18 18 18 18 18	1 SU 4 0.12% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 10 17 10 11 11 2 11 11 2 11 11 11 2 11 11 11 2 11 11	0 ET 7 7 2.67% 4 0.500 0.82 EASTB 2 ET 0 2 2 1 4 4 9 9 13 5 0 0 2 2 1 1 1 1 1 0 0 0 0 2 2 ET 43	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4 4 6 6 6 11 8 4 4 6 6 9 8 11 12 10 10 10 11 ER 148	EU 0 0 0.00% 0 0.0000 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21 60 69 23 61 42 26 19 8 6 8 9 10 WL 508	0 WT 6 3.77% 3 0.375 0.58 WESTE 2 WT 1 1 0 5 8 8 1 1 30 21 1 6 0 0 1 1 0 0 0 1 1 WT 78	10 WR 54 33.96% 18 0.500 33 30UND 0 WR 2 3 9 32 20 10 37 29 8 26 6 7 2 WR 220	0 WU 1 0.63% 0 0.0000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	478 TOTAL 7144 1945 0.969 TOTAL 554 690 686 668 760 647 706 673 695 644 649 743 694
TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 5:00 PM 5:15 PM 5:30 PM 6:15 PM 5:15 PM 5:45 PM 6:15 PM 7 TOTAL VOLUMES: APPROACH %'s:	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 0 2 4 5 6 6 9 6 6 12 8 10 6 6 6 10 8	NT 3330 94.79% 11:45 AM - 858 0.966 0.97 NORTHE 2 1 240 214 208 259 247 211 248 212 238 235 219 256 252 275 225 284 238 NT 4320 88.43%	NR 101 2.88% 103 30 0.833 0 0 NR 7 20 NR 454 44 474 39 9 40 77 5 7 7 5 NR 456 9.33%	1 NU 3 0.09% 0 0.000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 16 9 17 9 1 6 3 3 3 6 0	214 ST 2889 93.12% 837 0.902 0.86 SOUTHI 254 252 202 282 248 268 270 301 303 303 327 329 342 336 363 309 337 385 380	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10 14 13 13 7 8 21 10 15 10 18 8 21 10 15 5 8 21 10 5 5 8 8 21 10 5 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1 SU 4 0.12% 1 0.250 0 SU 0 1 4 7 2 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 EL 157 59,92% 40 0,769 0 EL 5 14 11 11 10 17 17 10 11 11 2 11 9 13 19 12 15 10 21	ET 7 7 7 8 4 0.500 0.8; EASTB 2 ET 0 2 1 4 4 9 9 13 5 0 0 2 1 1 1 1 1 1 1 0 0 0 0 2 2 ET	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4 6 6 6 6 6 6 6 6 6 6 6 11 8 4 4 6 6 9 8 11 13 12 10 10 10 10 11 ER	EU 0 0 0.0000 O 0.0000 O EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21 60 69 23 61 142 26 19 8 6 8 9 10	0 WT 6 3.77% 3 0.375 0.58 WT 1 1 0 5 8 1 1 3 0 21 1 1 6 0 1 1 0 0 1 1 WT	10 WR 54 333.96% 18 0.500 83 SOUND 0 WR 2 3 9 32 20 10 37 29 8 26 11 8 3 2 5 6 7 2	0 WU 1 0.63% 0 0.000 WU 0 0 0 0 0 0 0 0 0 0 0	478 TOTAL 1945 1945 20,969 TOTAL 554 529 680 686 687 700 667 700 667 742 706 647 706 673 743 12022
PM 2:00 PM 2:00 PM 2:00 PM 2:15 PM 2:30 PM 2:31 PM 3:00 PM 3:15 PM 3:00 PM 3:45 PM 4:15 PM 4:30 PM 4:15 PM 5:00 PM 5:30 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM 5:00 PM 6:00 PM 6:00 PM 6:00 PM 6:00 PM 6:00 PM PEAK HR;	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 2 4 4 5 6 9 9 6 6 12 8 10 6 6 6 10 8 8 NL 104 2.13%	NT 3330 94.79% 11.45 AM - 858 0.966 0.97 NORTHE 2 14 208 259 247 211 248 212 248 212 259 256 252 275 225 284 238 8.843% 3330 PM - 1 33330 PM - 1 33	NR 101 2.88% 103 30 0.833 70 0	NU 3 0.09% 0.000 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 46 9 1 1 6 3 3 1 3 6 0 SL 17 9 1 1 1 1 1 1 1 1 1 1 1 1 1	214 ST 2989 93.12% 837 0.902 0.86 SOUTHL 2 5T 254 262 202 282 248 270 301 303 327 329 342 336 363 309 337 385 386 ST 5488 92.66%	5 SR 181 5.64% 62 0.620 9 30UND 0 SR 15 7 16 10 14 13 7 8 21 10 15 10 18 12 23 14 16 SR 24 4.09%	1 SU 4 0.12% 1 0.250 0 SU 0 1 1 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 10 17 10 11 11 2 11 9 13 19 12 15 10 21 EL 212 52.61%	0 ET 7 2.67% 4 0.500 0.83 EASTB 2 ET 1 4 9 9 13 5 0 0 2 1 1 1 1 0 0 0 0 0 1 1 1 1 1 1 0 0 0 0	ER 98 37.40% 25 0.893 21 OUND 0 ER 3 4 4 6 6 6 11 1 8 4 4 6 6 9 8 8 11 1 13 12 10 10 10 11 ER 148 36.72%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 01.64% 28 0.636 1 WL 22 4 15 36 69 21 60 69 23 61 42 26 69 19 8 6 8 9 10 WL 508 62.64%	0 WT 6 3.77% 3 0.375 0.58 WESTB 2 WT 1 1 0 5 8 8 1 1 30 21 1 1 6 0 0 1 1 1 0 0 0 1 1 1 1 1 0 0 0 1	10 WR 54 33.96% 18 0.500 33 33 30UND 0 WR 2 3 9 32 20 10 37 29 8 26 11 8 3 2 5 6 7 2 WR 220 27.13%	0 WU 1 0.63% 0 0.000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	478 TOTAL 1945 1945 0.969 TOTAL 554 529 533 719 690 686 742 700 687 663 663 760 673 6641 12022 TOTAL
TOTAL VOLUMES: APPROACH %'s': PEAK HR:	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 6 6 10 8 10 10 8 8 NL 104 2.13%	NT 3330 94,79% 11:45 AM - 858 0.966 0.97 NORTHE 2 1 1 2 2 40 2 1 4 2 2 40 2 47 2 11 2 2 38 2 35 2 19 2 5 6 2 5 2 2 5 2 2 5 2 2 2 5 2 2 8 4 2 3 8 NT 4 320 8 8 4 3 % 0 3 3 0 PM - 1 9 3 3 3 0 PM - 1 9 3 3 3 0 PM - 1 9 3 3 3 3 9 9 3 3 3 3 9 9 M - 1 9 3 3 3 3 9 9 3 3 3 3 9 9 M - 1 9 3 3 3 3 0 PM - 1 9 3 3 3 0 PM - 1 9 3 3 3 3 0 PM - 1 9 3 3 3 3 0 PM - 1 9 3 3 3 3 0 PM - 1 9 3 3 3 3 0 PM - 1 9 0 PM - 1	NR 101 2.88% 102:45 PM 30 0.833 10 0 30 UND 0 NR 7 7 20 36 48 44 47 4 39 9 16 10 7 7 5 5 NR 6 9.33% 04:30 PM 161 161	NU 3 0.09% 0 0.000 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 16 9 17 9 1 16 3 3 3 3 1 3 6 0 SL 175 2.95%	214 ST 2889 93.12% 837 0.902 0.86 SOUTHI 2 ST 254 252 202 282 248 270 301 303 327 329 342 336 363 363 369 337 5488 92.66%	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10 14 13 13 17 8 21 10 15 10 15 10 15 10 15 10 15 10 15 10 15 16 16 16 16 16 16 16 16 16 16	1 SU 4 0.12% 1 0.250 0 SU 1 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 11 10 17 10 11 11 2 11 19 9 13 19 12 21 EL 21 52.61%	ET 7 7 7 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	ER 98 37.40% 25 0.893 21 OUND 0 ER 6 6 6 6 11 1 8 4 6 6 9 8 11 11 13 12 10 10 10 11 ER 148 36.72%	EU 0 0 0.00% 0 0.000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 61.64% 28 0.636 1 WL 22 4 15 36 69 21 669 69 8 6 6 8 9 10 WL 508 66.64% 213	0 WT 6 3.77% 3 0.375 0.58 WESTB 2 WT 1 1 0 0 5 8 1 30 0 1 1 0 0 1 1 0 0 1 1 WT 78 9.62% 58	10 WR 54 33.96% 18 0.500 33 30UND 0 WR 2 3 9 32 20 10 10 37 29 8 26 11 1 8 3 2 5 6 7 2 WR 220 27.13%	0 WU 1 0.63% 0 0.000 0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	478 TOTAL 7144 1945 0.969 TOTAL 554 529 533 719 690 686 673 666 673 665 647 706 647 706 647 707 107 107 107 107 107 107 107 107 10
TOTAL VOLUMES : APPROACH % 6 s ; PEAK HR : PEAK HR : PEAK HR : PEAK HR VOL : PEAK HR VOL : PEAK HR PACTOR : PEAK HR : PEAK HR	NL 79 2.25% 28 0.778 1 NL 3 2 5 5 2 0 2 4 4 5 6 9 9 6 6 12 8 10 6 6 6 10 8 8 NL 104 2.13%	NT 3330 94.79% 11.45 AM - 858 0.966 0.97 NORTHE 2 14 208 259 247 211 248 212 248 212 259 256 252 275 225 284 238 8.843% 3330 PM - 1 33330 PM - 1 33	NR 101 2.28% 12:45 PM 30 0.833 100 0 NR 7 7 20 36 48 44 74 40 53 9 16 10 7 7 7 5 7 5 NR 456 9.33% 04:30 PM 161 107 0.759	NU 3 0.09% 0.000 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 SL 36 1.12% 11 0.688 1 SL 2 5 20 17 13 44 46 9 1 1 6 3 3 1 3 6 0 SL 17 9 1 1 1 1 1 1 1 1 1 1 1 1 1	214 ST 2989 93.12% 837 0.902 0.86 SOUTHL 2 5T 254 262 202 282 248 270 301 303 327 329 342 336 363 309 337 385 386 ST 5488 92.66%	5 SR 181 5.64% 62 0.620 99 30UND 0 SR 15 7 16 10 114 13 7 8 21 10 10 18 12 23 14 16 SR 24 4.09% 49 49 0.588	1 SU 4 0.12% 1 0.250 0 SU 0 1 1 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0	7 EL 157 59.92% 40 0.769 0 EL 5 14 11 10 17 10 11 11 2 11 9 13 19 12 15 10 21 EL 212 52.61%	0 ET 7 2.67% 4 0.500 0.83 EASTB 2 ET 1 4 9 9 13 5 0 0 2 1 1 1 1 0 0 0 0 0 1 1 1 1 1 1 0 0 0 0	ER 98 37.40% 25 0.893 21 00UND 0 ER 3 4 6 6 6 6 11 8 4 4 6 6 9 8 11 12 10 10 10 11 ER 148 36.72% 27 0.750	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 WL 98 01.64% 28 0.636 1 WL 22 4 15 36 69 21 60 69 23 61 42 26 69 19 8 6 8 9 10 WL 508 62.64%	0 WT 6 3.77% 3 0.375 0.58 WESTB 2 WT 1 1 0 5 8 8 1 1 30 21 1 1 6 0 0 1 1 1 0 0 0 1 1 1 1 1 0 0 0 1	10 WR 54 333.96% 18 0.500 83 30UND 0 WR 2 3 9 10 37 29 8 26 11 8 3 2 5 6 7 2 WR 220 27.13%	0 WU 1 0.63% 0 0.000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	478 TOTAL 7144 1945 0.969 TOTAL 1945 554 529 533 719 690 686 6742 706 687 695 6447 706 643 97 743 707 707 707 707 707 707 707 707 707 70

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

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

NS/EW Streets:		Fry F	Rd			Fry F	₹d		В	ridgeland C	reek Pkwy			Bridgeland	Creek Pkwy	/	
		NORTHI	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
AM	1	2	0	0	0	2	1	0	1	0	1	0	0	0	0	0	
7 (1 7 1	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	232	1787	0	4	0	1315	670	1	609	0	296	2	0	0	0	0	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
		0.77	70			0.89	1			0.73	38						0.040
D1.4		NORTHI				SOUTH				EASTB					BOUND		
PM	1	2	0	0	0	2	1	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	58	222	0	0	0	288	72	0	75	0	57	0	0	0			
4:45 PM	62	245	0	0	0					_					0	0	772
5:00 PM						287	93	0	66	0	55	0	0	0	0	0	808
	62	196	0	0	0	290	68	0	66 78	0	78	0	0	0	0	0	808 772
5:15 PM	73	219	0	0	0	290 283	68 93	0	78 76	0 0	78 76	0	0 0 0	0 0 0	0 0 0	0 0	772 820
5:15 PM 5:30 PM	73 66	219 162	0	0 0 0	0 0 0	290 283 278	68 93 66	0 0 0	78 76 85	0 0 0 0	78 76 66	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	808 772 820 723
5:15 PM 5:30 PM 5:45 PM	73 66 62	219 162 171	0 0 0	0 0 0 2	0 0 0	290 283 278 268	68 93 66 79	0 0 0 0	66 78 76 85 61	0 0 0 0 0	78 76 66 65	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	808 772 820 723 708
5:15 PM 5:30 PM 5:45 PM 6:00 PM	73 66 62 65	219 162 171 189	0 0 0	0 0 0 2	0 0 0 0	290 283 278 268 282	68 93 66 79 63	0 0 0 0	66 78 76 85 61 72	0 0 0 0 0	78 76 66 65 53	0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	808 772 820 723 708 724
5:15 PM 5:30 PM 5:45 PM	73 66 62	219 162 171	0 0 0	0 0 0 2	0 0 0	290 283 278 268	68 93 66 79	0 0 0 0	66 78 76 85 61	0 0 0 0 0	78 76 66 65	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	808 772 820 723 708
5:15 PM 5:30 PM 5:45 PM 6:00 PM	73 66 62 65 73	219 162 171 189 236	0 0 0 0	0 0 0 2 0 0	0 0 0 0 0	290 283 278 268 282 306	68 93 66 79 63 77	0 0 0 0 0	66 78 76 85 61 72 65	0 0 0 0 0 0	78 76 66 65 53 59	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	808 772 820 723 708 724 816
5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	73 66 62 65 73	219 162 171 189 236	0 0 0 0 0	0 0 0 2 0 0	0 0 0 0 0 0	290 283 278 268 282 306	68 93 66 79 63 77	0 0 0 0 0 0	66 78 76 85 61 72 65	0 0 0 0 0 0	78 76 66 65 53 59	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	808 772 820 723 708 724 816
5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	73 66 62 65 73 NL 521	219 162 171 189 236 NT 1640	0 0 0 0 0	0 0 0 2 0 0	0 0 0 0 0 0 SL 0	290 283 278 268 282 306 ST 2282	68 93 66 79 63 77 SR 611	0 0 0 0 0 0	66 78 76 85 61 72 65 EL 578	0 0 0 0 0 0 0	78 76 66 65 53 59 ER 509	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	808 772 820 723 708 724 816
5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	73 66 62 65 73 NL 521 24.09%	219 162 171 189 236 NT 1640 75.82%	0 0 0 0 0 0 NR 0 0.00%	0 0 0 2 0 0	0 0 0 0 0 0	290 283 278 268 282 306	68 93 66 79 63 77	0 0 0 0 0 0	66 78 76 85 61 72 65	0 0 0 0 0 0	78 76 66 65 53 59	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	808 772 820 723 708 724 816 TOTAL 6143
5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM TOTAL VOLUMES : APPROACH %'s :	73 66 62 65 73 NL 521 24.09%	219 162 171 189 236 NT 1640 75.82%	0 0 0 0 0 NR 0 0.00%	0 0 2 0 0 0 NU 2 0.09%	0 0 0 0 0 0 0 SL 0 0.00%	290 283 278 268 282 306 ST 2282 78.88%	68 93 66 79 63 77 SR 611 21.12%	0 0 0 0 0 0 0 0 SU 0 0.00%	66 78 76 85 61 72 65 EL 578 53.17%	0 0 0 0 0 0 0 0	78 76 66 65 53 59 ER 509 46.83%	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	808 772 820 723 708 724 816 TOTAL 6143
5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL:	73 66 62 65 73 NL 521 24.09%	219 162 171 189 236 NT 1640 75.82% 04:30 PM - 882	0 0 0 0 0 0 NR 0 0.00%	0 0 0 2 0 0 0 NU 2 0.09%	0 0 0 0 0 0 0 SL 0 0.00%	290 283 278 268 282 306 ST 2282 78.88%	68 93 66 79 63 77 SR 611 21.12%	0 0 0 0 0 0 0 0 SU 0 0.00%	66 78 76 85 61 72 65 EL 578 53.17%	0 0 0 0 0 0 0 0 ET 0 0.00%	78 76 66 65 53 59 ER 509 46.83%	0 0 0 0 0 0 0 EU 0 0.00%	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	808 772 820 723 708 724 816 TOTAL 6143
5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM TOTAL VOLUMES : APPROACH %'s :	73 66 62 65 73 NL 521 24.09%	219 162 171 189 236 NT 1640 75.82%	0 0 0 0 0 NR 0 0.00% 05:30 PM 0	0 0 2 0 0 0 NU 2 0.09%	0 0 0 0 0 0 0 SL 0 0.00%	290 283 278 268 282 306 ST 2282 78.88%	68 93 66 79 63 77 SR 611 21.12%	0 0 0 0 0 0 0 0 SU 0 0.00%	66 78 76 85 61 72 65 EL 578 53.17%	0 0 0 0 0 0 0 0	78 76 66 65 53 59 ER 509 46.83%	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	808 772 820 723 708 724 816 TOTAL 6143

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

Totals

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

_							[Data -	Totals								
NS/EW Streets:		Fry	Rd			Fry	Rd			Brazos S	Sage Dr			Brazos S	age Dr		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	OUND		
AM	0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0	
7	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
		0.74	45			0.8	33							0.70)2		0.020
D. 4		NORTH	BOUND			SOUTH	BOUND			EASTI	BOUND			WESTE	BOUND		
PM	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	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

D1.4		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	BOUND		
PM	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	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
		0.92	20			0.9	50							0.8	30		0.977

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 F	Plaza Pkwy			Cypress Pla	aza Pkwy		
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	OUND		
AM	0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0	
7	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	1	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0 0.00%	1544 95.96%	65 4.04%	0 0.00%	214 13.14%	1401 86.06%	0 0.00%	13 0.80%	0	0	0	0	87 26.05%	0 0.00%	247 73.95%	0 0.00%	3571
				0.00%	13.14%	80.00%	0.00%	0.80%					26.05%	0.00%	73.95%	0.00%	TOTAL
PEAK HR : PEAK HR VOL :	0	07:15 AM - 732	08:15 AM	0	112	755	0	8	0	0	0	0	49	0	102	0	1792
PEAK HR VOL :	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	1792
PEAK TIK FACTOR :	0.000	0.936		0.000	0.933	0.934		0.500	0.000	0.000	0.000	0.000	0.043	0.000		0.000	0.968
		0.7	30			0.7.	37							0.0	, ,		
		NORTH	BOUND			SOUTH	BOUND			FAST	BOUND			WESTE	ROUND		
PM	0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0	
1 171	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	290	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
	NL	263 NT	16 NR	1 NU	52 SL	292 ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	NL 0	263 NT 1903	16 NR 154	1 NU 14	52 SL 461	292 ST 2266	SR 0	SU 25	_				WL 156	WT 0	WR 263	WU 0	
TOTAL VOLUMES : APPROACH %'s :	NL 0 0.00%	263 NT 1903 91.89%	16 NR 154 7.44%	1 NU	52 SL	292 ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL 5242
TOTAL VOLUMES : APPROACH %'s : PEAK HR :	NL 0 0.00%	NT 1903 91.89% 04:30 PM -	NR 154 7.44% 05:30 PM	NU 14 0.68%	SL 461 16.75%	292 ST 2266 82.34%	SR 0	SU 25 0.91%	EL	ET 0	ER	EU	WL 156 37.23%	WT 0	WR 263 62.77%	WU 0 0.00%	TOTAL 5242 TOTAL
TOTAL VOLUMES : APPROACH %'s :	NL 0 0.00%	263 NT 1903 91.89%	16 NR 154 7.44%	1 NU 14	52 SL 461	292 ST 2266	SR 0	SU 25	EL	ET	ER	EU	WL 156	WT 0	WR 263	WU 0	TOTAL 5242

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

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

	_								Julia	rotais								
	NS/EW Streets:		Fry F	Rd			Fry F	Rd		Bridge C	reek Terrac	e Dr/Miram	esa Dr	Bridge C	reek Terrac	e Dr/Miram	esa Dr	
			NORTHI	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
	AM	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
F	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
L	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
L																		
		NL	NT	NR	UU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	TOTAL VOLUMES :	36	1577	38	0	141	1314	50	3	43	21	33	0	69	6	225	0	3556
L	APPROACH %'s:	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%	TOTAL
H	PEAK HR :		06:45 AM -		•	00	(7)	40		40	40	40		40		400		TOTAL
	PEAK HR VOL :	21	799	20	0	89	676 0.899	18 0.563	0	18	10 0.625	18 0.643	0	42	3 0.375	122 0.744	0	1836
	PEAK HR FACTOR :	0.750	0.888	0.556	0.000	0.654			0.000	0.450	0.625	0.643	0.000	0.583			0.000	0.966
			0.01	17			0.04				0.40)E			0.70	-0		0.900
			0.91	17			0.86	56			0.60)5			0.75	59		0.900
																		0.966
Ì	РM	1	NORTHI	BOUND	0	1	SOUTH	BOUND	0	1	EASTB	OUND	0	1	WESTE	BOUND	0	0.900
I	PM		NORTHI 2	BOUND 0	O NII		SOUTHI 2	BOUND 0	0		EASTB 2	OUND 0	0		WESTE 2	BOUND 0	0 WII	
		1 NL 4	NORTHI 2 NT	BOUND 0 NR	0 NU 1	SL	SOUTHI 2 ST	BOUND	0 SU 1	1 EL 7	EASTB	OUND	0 EU 0	1 WL	WESTE	BOUND 0 WR	WU	TOTAL
	PM 4:30 PM 4:45 PM	NL.	NORTHI 2	BOUND 0	NU		SOUTHI 2	BOUND 0 SR		EL	EASTB 2 ET	OUND 0 ER	EU	WL	WESTE 2 WT	BOUND 0		TOTAL 599
	4:30 PM	NL 4	NORTHI 2 NT 247	BOUND 0 NR 14	NU 1	SL 31	SOUTHI 2 ST 242	BOUND 0 SR 5	SU 1	EL 7	EASTB 2 ET	OUND 0 ER 9	EU 0	WL 12	WESTE 2 WT	80UND 0 WR 26 26	WU 0	TOTAL
	4:30 PM 4:45 PM	NL 4 5	NORTHI 2 NT 247 252	BOUND 0 NR 14 11	NU 1 1	SL 31 45	SOUTHI 2 ST 242 289	BOUND O SR 5 4	SU 1 5	EL 7 4	EASTB 2 ET	OUND 0 ER 9	0 0	WL 12 15	WESTE 2 WT 0 1	BOUND 0 WR 26	0 0	TOTAL 599 661
	4:30 PM 4:45 PM 5:00 PM	NL 4 5	NORTHI 2 NT 247 252 255	BOUND 0 NR 14 11	NU 1 1 0	SL 31 45 34	SOUTHI 2 ST 242 289 283	BOUND 0 SR 5 4	SU 1 5	7 4 6	EASTB 2 ET	OUND 0 ER 9 2	0 0 0	WL 12 15 22	WESTE 2 WT 0 1 3	80UND 0 WR 26 26 26	0 0 0	TOTAL 599 661 662
	4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 4 5 5	NORTHI 2 NT 247 252 255 216	BOUND 0 NR 14 11 7	NU 1 1 0	SL 31 45 34 34	SOUTHI 2 ST 242 289 283 295 318 292	BOUND 0 SR 5 4 5 5 6 4	SU 1 5 5	EL 7 4 6 6	EASTB 2 ET 0 1 1 1 1	OUND 0 ER 9 2	0 0 0 0	WL 12 15 22 12	WESTE 2 WT 0 1 3	30UND 0 WR 26 26 28 33 27 18	WU 0 0 0	TOTAL 599 661 662 625
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 4 5 5 5 5	NORTHI 2 NT 247 252 255 216 200	BOUND 0 NR 14 11 7 7	NU 1 1 0 0	SL 31 45 34 34 41	SOUTHI 2 ST 242 289 283 295 318	BOUND 0 SR 5 4 5 5 6	SU 1 5 5 2 3	FL 7 4 6 6 6 6	EASTB 2 ET 0 1 1 1 1 3	OUND 0 ER 9 2 8 9 4	0 0 0 0 0	WL 12 15 22 12 14	WESTE 2 WT 0 1 3 0 1	80UND 0 WR 26 26 28 33 27	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 599 661 662 625 637
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 4 5 5 5 5 5	NORTHI 2 NT 247 252 255 216 200 204	BOUND 0 NR 14 11 7 7 8	NU 1 1 0 0 1 1 1 1	SL 31 45 34 34 41 40	SOUTHI 2 ST 242 289 283 295 318 292	BOUND 0 SR 5 4 5 5 6 4	SU 1 5 5 2 3 3 3	EL 7 4 6 6 6 10	EASTB 2 ET 0 1 1 1 3 4	OUND 0 ER 9 2 8 9 4	0 0 0 0 0 0	WL 12 15 22 12 14 15	WESTE 2 WT 0 1 3 0 1 2	30UND 0 WR 26 26 28 33 27 18	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 599 661 662 625 637 605
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 4 5 5 5 5 5 2 4 6	NORTHI 2 NT 247 252 255 216 200 204 214 235	BOUND 0 NR 14 11 7 7 8 8 6 14	NU 1 1 0 0 1 1 1 0 1 1	SL 31 45 34 34 41 40 40 54	SOUTHI 2 ST 242 289 283 295 318 292 292 260	BOUND 0 SR 5 4 5 5 6 4 5 7 7	SU 1 5 5 2 3 3 0 2 2	EL 7 4 6 6 6 10 3 9	EASTB 2 ET 0 1 1 1 3 4 5 0	OUND 0 ER 9 2 8 9 4 2 4 2	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 12 15 22 12 14 15 17 16	WESTE 2 WT 0 1 3 0 1 2 1 2 2	80UND 0 WR 26 26 28 33 27 18 35 23	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 599 661 662 625 637 605 626 632
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 4 5 5 5 5 5 5 4 6 NL	NORTHI 2 NT 247 252 255 216 200 204 214 235	BOUND 0 NR 14 11 7 7 8 8 8 6 14	NU 1 1 0 0 1 1 1 0 1 1 NU	SL 31 45 34 34 41 40 40 54	SOUTHI 2 ST 242 289 283 295 318 292 292 260	BOUND 0 SR 5 4 5 5 6 4 4 5 7 7 SR	SU 1 5 5 2 3 3 0 2 SU	EL 7 4 6 6 6 6 10 3 9 EL	EASTB 2 ET 0 1 1 1 3 4 5 0	OUND 0 ER 9 2 8 9 4 2 4 3	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 12 15 22 12 14 15 17 16 WL	WESTE 2 WT 0 1 3 0 1 2 1 2 WT	30UND 0 WR 26 26 28 33 27 18 35 23	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 599 661 662 625 637 605 626 632 TOTAL
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 4 5 5 5 5 5 2 4 6 NL 36	NORTHI 2 NT 247 252 255 216 200 204 214 235 NT 1823	BOUND 0 NR 14 11 7 7 8 8 6 14 NR 75	NU 1 1 0 0 1 1 1 0 1 1 1 1 1 1 1 1 1 1 1	SL 31 45 34 34 41 40 40 54 SL 319	SOUTHI 2 ST 242 289 283 295 318 292 292 260 ST 2271	BOUND 0 SR 5 4 5 5 6 4 5 7	SU 1 5 5 2 3 3 0 2 2 SU 21	EL 7 4 6 6 6 10 3 9 EL 51	EASTB 2 ET 0 1 1 1 1 3 4 4 5 0 0 ET 15	OUND 0 ER 9 2 8 9 4 2 4 3	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 12 15 22 12 14 15 17 16 WL 123	WESTE 2 WT 0 1 3 0 1 2 1 2 WT 10	30UND 0 WR 26 26 28 33 27 18 35 23 WR 216	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 599 661 662 625 637 605 626 632
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:30 PM 6:15 PM	NL 4 5 5 5 5 5 2 4 6 NL 36 1.86%	NORTHI 2 NT 247 252 255 216 200 204 214 235 NT 1823 94.02%	BOUND 0 NR 14 11 7 7 8 8 6 14 NR 75 3.87%	NU 1 1 0 0 1 1 1 0 1 1 NU	SL 31 45 34 34 41 40 40 54	SOUTHI 2 ST 242 289 283 295 318 292 292 260	BOUND 0 SR 5 4 5 5 6 4 4 5 7 7 SR	SU 1 5 5 2 3 3 0 2 SU	EL 7 4 6 6 6 6 10 3 9 EL	EASTB 2 ET 0 1 1 1 3 4 5 0	OUND 0 ER 9 2 8 9 4 2 4 3	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 12 15 22 12 14 15 17 16 WL	WESTE 2 WT 0 1 3 0 1 2 1 2 WT	30UND 0 WR 26 26 28 33 27 18 35 23	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 599 661 662 625 637 605 626 632 TOTAL 5047
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM	NL 4 5 5 5 5 5 2 4 6 NL 36 1.86%	NORTHI 2 NT 247 252 255 216 200 204 214 235 NT 1823 94.02%	BOUND 0 NR 14 111 7 7 8 8 8 6 14 NR 75 3.87% 05:45 PM	NU 1 1 0 0 1 1 1 0 1 NU 5 0.26%	SL 31 45 34 34 41 40 40 54 SL 319 12.03%	SOUTHI 2 ST 242 289 283 295 318 292 292 260 ST 2271 85.63%	BOUND 0 SR 5 4 5 5 6 6 4 5 7 SR 41 1.55%	SU 1 5 5 2 3 3 3 0 2 SU 21 0.79%	EL 7 4 6 6 6 10 3 9 EL 51 47.66%	EASTB 2 ET 0 1 1 1 3 4 4 5 0 ET 15 14.02%	OUND 0 ER 9 2 8 9 4 2 4 3 ER 41 38.32%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 12 15 22 12 14 15 17 16 WL 123 35.24%	WESTE 2 WT 0 1 1 3 0 1 2 1 2 2 WT 10 2.87%	30UND 0 WR 26 26 28 33 27 18 35 23 WR 216 61.89%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 599 661 662 625 637 605 626 632 TOTAL 5047
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR VOL:	NL 4 5 5 5 5 2 4 6 NL 36 1.86%	NORTHI 2 NT 247 255 216 200 204 214 235 NT 1823 94.02% 04:45 PM- 923	BOUND 0 NR 14 11 7 7 8 8 8 6 14 NR 75 3.87% 05:45 PM 33	NU 1 1 0 0 1 1 1 1 0 1 NU 5 0.26%	SL 31 45 34 41 40 40 54 SL 319 12.03%	SOUTHI 2 ST 242 289 283 295 318 292 292 260 ST 2271 85.63%	BOUND 0 SR 5 4 5 5 6 4 4 5 7 7 SR 41 1.55%	SU 1 5 2 3 3 0 2 SU 21 0.79%	EL 7 4 6 6 6 6 10 3 9 EL 51 47.66%	EASTB 2 ET 0 1 1 1 3 4 5 0 ET 15 14.02%	OUND 0 ER 9 2 8 9 4 2 2 4 3 ER 41 38.32%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 12 15 22 12 14 15 17 16 WL 123 35.24%	WESTE 2 WT 0 1 3 0 1 1 2 1 2 WT 10 2.87%	OUND 0 WR 26 26 28 33 27 18 35 23 WR 216 61.89%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 599 661 662 625 637 605 626 632 TOTAL 5047
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM	NL 4 5 5 5 5 5 2 4 6 NL 36 1.86%	NORTHI 2 NT 247 252 255 216 200 204 214 235 NT 1823 94.02%	BOUND O NR 14 11 7 7 8 8 6 6 14 NR 75 3.87% O5:45 PM 33 0.750	NU 1 1 0 0 1 1 1 0 1 NU 5 0.26%	SL 31 45 34 34 41 40 40 54 SL 319 12.03%	SOUTHI 2 ST 242 289 283 295 318 292 292 260 ST 2271 85.63%	BOUND 0 SR 5 4 5 5 6 6 4 5 7 SR 41 1.55%	SU 1 5 5 2 3 3 3 0 2 SU 21 0.79%	EL 7 4 6 6 6 10 3 9 EL 51 47.66%	EASTB 2 ET 0 1 1 1 3 4 4 5 0 ET 15 14.02%	OUND 0 ER 9 2 8 9 4 4 2 4 4 3 ER 41 38.32%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 12 15 22 12 14 15 17 16 WL 123 35.24%	WESTE 2 WT 0 1 1 3 0 1 2 1 2 2 WT 10 2.87%	30UND 0 WR 26 26 28 33 27 18 35 23 WR 216 61.89%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 599 661 662 625 637 605 626 632 TOTAL 5047

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

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

D:	at:	a _	To	ıta.	lc

								Data -	Totals								
NS/EW Streets:		Fry I	Rd			Fry F	Rd			Tuckert	on Rd			Tuckert	on Rd		
		NORTH				SOUTH				EASTB				WESTE			
AM	1	2	0	0	1	2	0	0	1	2	0000	0	1	2	0	0	
7 (17)	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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 7:30 AM	40 55	142 143	29 13	0 1	32 22	136 123	27 21	0	17 26	70 57	49 35	0	44 20	70 66	14 16	0	670 599
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	Ō	9	95	26	ō	36	45	43	ō	38	71	18	ō	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 9:15 AM	28 31	151 148	15 22	1 2	23 17	101 98	21 27	0	26 27	43 42	28 38	0	33 35	45 48	17 23	0	532 558
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	ő	11	110	14	ő	22	35	17	0	32	37	13	1	458
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	566 18.33%	2181 70.63%	337 10.91%	4 0.13%	270	1589	363 16.29%	7 0.31%	312 20.16%	686	550 35.53%	0 0.00%	432 27.22%	826 52.05%	328 20.67%	1 0.06%	8452
APPROACH %'s: PEAK HR:		07:45 AM -		0.13%	12.11%	71.29%	10.29%	0.31%	20.10%	44.32%	35.53%	0.00%	21.22%	52.05%	20.67%	0.06%	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	
		0.89				0.81	19			0.78				0.8			0.914
		Non	DOLIND			CO. 12	DOLLIND			FACTO	OLIND			MECT	OUND		
NOON	1	NORTH	BOUND	0	1	SOUTH	BOUND	0	1	EASTB	OUND 0	0	1	WESTE 2	OUND	0	
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET ET	ER	EU	WL	WT	WR	WU	TOTAL
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 11:00 AM	18 14	122 128	20 15	0	10 17	102 122	14 18	0 1	23	26 31	19 22	0	34 45	32 41	30 19	0	450 496
11:00 AM	22	128	21	0	17	100	16	0	23 26	41	32	0	45 40	41	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 0	29	126	22	0	21	37	22	0	54	51	24 22	2	603
12:45 PM 1:00 PM	25 27	140 119	23 18	0	24 33	118 120	16 16	<u>0</u>	24 25	29 33	38 27	0	73 44	48	15	1	580 520
1:15 PM	29	131	33	2	28	112	21	i	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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%	0002
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
		0.93	30			0.93	32			0.79	/4			0.9	01		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
PM	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
2:00 PM	NL	NT	NID	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1 3-UV DIVII			NR														
	28 35	158	20	1	39	162	17	0	30	27	28	0	41	36	26	0	613
2:15 PM	35	158 148	20 24	1 0	39 21	162 165	17 22	0	30 23	27 39	28 42	0	41 48	36 46	26 31	0 1	645
2:15 PM 2:30 PM 2:45 PM		158 148 178 130	20 24 31 37	1 0 1 1	39 21 23 22	162	17	0 0 0	30 23 26 35	27	28 42 21 21	0 0 0	41	36 46 57 48	26	0	
2:15 PM 2:30 PM 2:45 PM 3:00 PM	35 28 29 26	158 148 178 130 161	20 24 31 37 27	1 0 1 1	39 21 23 22 45	162 165 142 142 164	17 22 21 17	0 0 0 0	30 23 26 35 41	27 39 51 34 63	28 42 21 21 62	0 0 0 0	41 48 50 52 68	36 46 57 48 58	26 31 37 34 22	0 1 0 0	645 666 602 749
2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM	35 28 29 26 35	158 148 178 130 161 182	20 24 31 37 27 27	1 0 1 1 0 0	39 21 23 22 45 25	162 165 142 142 164 169	17 22 21 17 11 13	0 0 0 0 0	30 23 26 35 41 38	27 39 51 34 63 71	28 42 21 21 62 47	0 0 0 0 0	41 48 50 52 68 62	36 46 57 48 58 79	26 31 37 34 22 27	0 1 0 0	645 666 602 749 778
2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM	35 28 29 26 35 41	158 148 178 130 161 182 180	20 24 31 37 27 27 33	1 0 1 1 0 0	39 21 23 22 45 25 32	162 165 142 142 164 169 198	17 22 21 17 11 13 17	0 0 0 0 0 2 0	30 23 26 35 41 38 20	27 39 51 34 63 71 95	28 42 21 21 62 47 47	0 0 0 0 0	41 48 50 52 68 62 60	36 46 57 48 58 79 51	26 31 37 34 22 27 25	0 1 0 0 1 1	645 666 602 749 778 800
2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM	35 28 29 26 35 41 46	158 148 178 130 161 182 180 169	20 24 31 37 27 27 27 33 44	1 0 1 1 0 0 0	39 21 23 22 45 25 32 36	162 165 142 142 164 169 198 196	17 22 21 17 11 13 17 26	0 0 0 0 0 2 0 2	30 23 26 35 41 38 20 31	27 39 51 34 63 71 95 82	28 42 21 21 62 47 47 41	0 0 0 0 0 0	41 48 50 52 68 62 60 56	36 46 57 48 58 79 51 63	26 31 37 34 22 27 25 28	0 1 0 0 1 1 1	645 666 602 749 778 800 820
2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM	35 28 29 26 35 41	158 148 178 130 161 182 180	20 24 31 37 27 27 33	1 0 1 1 0 0	39 21 23 22 45 25 32	162 165 142 142 164 169 198	17 22 21 17 11 13 17	0 0 0 0 0 2 0	30 23 26 35 41 38 20	27 39 51 34 63 71 95	28 42 21 21 62 47 47	0 0 0 0 0	41 48 50 52 68 62 60	36 46 57 48 58 79 51	26 31 37 34 22 27 25	0 1 0 0 1 1	645 666 602 749 778 800
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2:15 PM 2:30 PM 3:00 PM 3:00 PM 3:30 PM 3:35 PM 4:00 PM 4:00 PM 4:45 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	35 28 29 26 35 41 46 40 56 45 56 45 50 45 39 37 49	158 148 178 130 161 182 180 169 155 181 215 209 189 205 143 189 163 197	20 24 31 37 27 27 27 33 44 28 26 42 42 42 41 35 48 33 38	1 0 0 1 1 0 0 0 0 0 0 0 1 1 0 0 0 1 1 1 0 0 1 1 NU	39 21 23 22 45 25 32 36 24 24 24 27 26 35 35 47 28 27	162 165 142 142 164 169 198 196 163 214 206 218 191 237 211 214 182	17 22 21 17 11 13 17 26 15 20 22 31 26 33 21 34 20 24	0 0 0 0 0 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0	30 23 26 35 41 38 20 31 32 41 45 48 54 47 40 41 13 33 43	27 39 51 34 63 71 95 82 72 72 69 76 81 80 96 105 83 71 84	28 42 21 21 62 47 47 41 52 71 59 65 67 74 74 74 75 965	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	41 48 50 52 68 62 60 56 67 64 52 80 76 69 72 71 90 75	36 46 57 48 58 79 51 63 66 63 75 78 99 97 110 72 68 68	26 31 37 34 22 27 25 28 39 29 28 34 25 27 26 15 24 28	0 1 0 0 1 1 1 1 0 0 1 2 1 1 0 0 0 0 0 0	645 666 602 749 778 800 820 753 860 894 970 936 966 956 905 824 884
2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:10 PM 3:30 PM 3:45 PM 4:15 PM 4:15 PM 4:45 PM 5:00 PM 5:30 PM 5:30 PM	35 28 29 26 35 41 46 40 56 45 56 46 50 45 39 37 49	158 148 178 130 161 182 180 169 155 181 215 209 189 205 143 189 163 197	20 24 31 37 27 27 33 44 28 26 42 42 42 41 35 48 33 38	1 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	39 21 23 22 45 35 36 24 27 26 35 35 35 47 28 27 45	162 165 142 142 164 169 198 196 214 206 218 198 191 237 231 214 182	17 22 21 17 11 13 17 26 15 20 22 22 31 26 33 34 20 24	0 0 0 0 0 2 0 0 2 0 0 0 0 0 0 0 0 0 0 0	30 23 26 35 41 38 20 31 32 41 45 48 54 47 40 41 33 43	27 39 51 34 63 71 95 82 72 69 76 81 80 96 105 83 71 84	28 42 21 21 62 47 47 41 55 71 59 65 67 74 72 44 50	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	41 48 50 52 68 62 60 56 67 64 52 80 76 69 72 71	36 46 57 48 58 79 51 63 66 63 75 78 99 97 71 110 72 68 68	26 31 37 34 22 27 25 28 39 29 28 34 25 27 26 15	0 1 0 0 0 1 1 1 1 0 0 0 1 1 2 1 1 0 0 0 0	645 666 602 749 778 800 820 753 860 894 970 936 966 905 824 884
2:15 PM 2:30 PM 3:00 PM 3:00 PM 3:30 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:45 PM 5:15 PM 5:30 PM 5:15 PM 6:00 PM 6:15 PM	35 28 29 26 35 41 46 40 56 45 56 46 50 39 37 49 NL 731 16.22%	158 148 178 130 161 182 180 169 155 181 215 209 189 205 143 189 163 197 NT 3152 69.95%	20 24 31 37 27 27 27 33 44 42 28 26 42 42 40 41 35 48 33 38 NR 616 13.67%	1 0 0 1 1 0 0 0 0 0 0 0 0 1 1 1 0 0 1 1 NU 7	39 21 23 22 45 25 32 24 24 27 26 35 35 35 47 28 27 45 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	162 165 142 142 144 164 169 198 196 163 214 206 218 191 237 211 24 237 211 24 27,89%	17 22 21 17 11 13 13 17 26 15 20 22 23 31 26 33 21 34 20 24 SR 390 9.01%	0 0 0 0 0 2 0 0 2 0 0 0 0 0 0 0 0 0 0 0	30 23 26 35 41 38 20 31 32 41 45 48 47 40 41 33 43 43 EL 668 23.15%	27 39 51 34 63 71 95 82 72 69 76 81 80 96 105 83 71 84 ET 1279 44.33%	28 42 21 21 21 62 47 47 41 52 71 59 65 67 74 74 72 44 50 ER 937 32.48%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	41 48 50 52 68 62 60 67 67 64 52 80 76 69 72 71 90 75 WL 1153 39,74%	36 46 57 48 58 79 51 63 66 63 75 78 99 97 110 72 68 68 WT 1234 42.54%	26 31 37 34 22 27 25 28 39 29 29 28 34 25 27 26 15 27 26 17,41%	0 1 0 0 1 1 1 1 0 0 1 2 1 1 0 0 0 0 1 1 0 0 0 0	645 666 602 749 778 800 820 753 860 894 970 936 966 956 905 824 884
2:15 PM 2:30 PM 2:30 PM 3:00 PM 3:00 PM 3:30 PM 3:30 PM 3:32 PM 4:00 PM 4:15 PM 4:35 PM 5:00 PM 5:30 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR: PEAK HR: VOL:	35 28 29 26 35 41 46 40 56 45 56 45 39 37 49 NL 731 16.22%	158 148 178 130 161 182 180 169 155 181 215 209 205 143 189 205 143 197 163 197 173 189 205 143 199 103 104 104 105 105 105 105 105 105 105 105 105 105	20 24 31 37 27 27 27 33 44 28 26 42 42 42 42 40 41 35 33 38 NR 616 13.67% 05:45 PM	1 0 0 1 1 0 0 0 0 0 0 0 1 1 0 0 0 1 1 1 0 0 1	39 21 23 22 45 25 32 36 24 24 27 26 35 35 47 28 27 45 SL 28 27 45	162 165 142 142 144 164 169 198 196 163 214 206 218 191 237 211 214 182 77.89%	17 22 21 17 11 13 17 26 15 20 22 31 32 21 34 20 24 SR 390 9.01%	0 0 0 0 0 2 0 2 0 0 0 0 0 0 1 0 0 0 0 0	30 23 26 35 41 38 20 31 32 41 45 48 47 40 41 33 43 EL 668 23.15%	27 39 51 34 63 71 95 82 72 69 76 81 80 96 105 83 71 84 ET 1279 44.33%	28 42 21 21 21 62 47 47 47 41 52 65 67 74 74 72 44 50 ER 937 32.48%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	41 48 50 52 68 62 60 67 64 52 80 76 69 72 71 90 75 WL 1153 39,74%	36 46 57 48 58 79 51 63 66 63 75 78 99 97 110 72 68 68 68 WT 1234 42.54%	26 31 37 34 22 27 25 28 39 29 29 28 34 25 27 26 15 24 28 WR 505 17.41%	0 1 0 0 0 1 1 1 1 0 0 0 1 2 1 1 0 0 0 0	645 666 602 749 778 800 820 753 860 894 970 936 966 956 905 824 884
2:15 PM 2:30 PM 3:00 PM 3:00 PM 3:30 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:45 PM 5:15 PM 5:30 PM 5:15 PM 6:00 PM 6:15 PM	35 28 29 26 35 41 46 40 56 45 56 46 50 39 37 49 NL 731 16.22%	158 148 178 130 161 182 180 169 155 181 215 209 189 205 143 189 163 197 NT 3152 69.95%	20 24 31 37 27 27 27 27 33 44 28 26 42 42 40 41 35 48 33 38 NR 616 13.67% 05:45 PM	1 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	39 21 23 22 45 25 32 24 24 27 26 35 35 35 47 28 27 45 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	162 165 142 142 144 164 169 198 196 163 214 206 218 191 237 211 24 237 211 24 277.89%	17 22 21 11 17 26 15 20 22 21 31 26 33 21 26 33 21 24 SR 390 9.01%	0 0 0 0 0 2 0 0 2 0 0 0 0 0 0 0 0 0 0 0	30 23 26 35 41 38 20 31 32 41 45 48 47 40 41 33 43 43 EL 668 23.15%	27 39 51 34 63 71 95 82 72 69 76 81 80 96 105 83 71 84 ET 1279 44.33%	28 42 21 21 21 62 47 47 47 52 65 67 74 74 72 44 50 ER 937 32.48%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	41 48 50 52 68 62 60 67 67 64 52 80 76 69 72 71 90 75 WL 1153 39,74%	36 46 57 48 58 79 51 63 66 63 75 78 99 97 110 72 68 68 WT 1234 42.54%	26 31 37 34 22 27 25 28 39 29 28 34 25 27 26 15 26 15 28 WR 505 17.41%	0 1 0 0 1 1 1 1 0 0 1 2 1 1 0 0 0 0 1 1 0 0 0 0	645 666 602 749 778 800 820 753 860 894 970 936 966 905 824 884 TOTAL

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

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

								Data -	rotais								
						F			Taco Bel	I Access Dw	y/Miramesa	Town	Taco Bell	I Access Dv	/y/Miramesa	Town	
NS/EW Streets:		Fry I	ка			Fry F	Ra			Cen	ter			Cen	ter		
		NORTH	BOUND			SOUTH	BOUND			EASTB				WESTE			
AM	1	2	0	0	1	2	0	0	0.5	0.5	1	0	0.5	0.5	1	0	
7 • 1	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	1596	39	3	26	1359	2	2	13	2	7	0	28	0	39	0	3125
APPROACH %'s:	0.55%		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 -						_	_			_		_		_	TOTAL
PEAK HR VOL :	5	837	21	3	12	715	1	1	5	2	4	0	19	0	17 0.708	0	1642
PEAK HR FACTOR :	0.625	0.865	0.875	0.375	1.000	0.885	0.250	0.250	0.625	0.250	0.500	0.000	0.594	0.000		0.000	
		0.0				0.00	20										0.912
		0.87				0.88	30			0.9				0.8			0.912
			73							0.9	17			0.8	18		0.912
DM	1	NORTH	73 BOUND			SOUTH	BOUND	-		0.9	OUND			0.8	18 BOUND		0.912
PM	1	NORTHI 2	BOUND 0	0	1	SOUTHI 2	BOUND 0	0	0.5	0.9° EASTB 0.5	OUND 1	0	0.5	0.8° WESTE 0.5	BOUND 1	0	
	1 NL	NORTHI 2 NT	BOUND 0 NR	O NU	SL	SOUTHI 2 ST	BOUND 0 SR	SU	0.5 EL	0.99 EASTB 0.5 ET	OUND	0 EU	0.5 WL	WESTE 0.5 WT	BOUND 1 WR	0 WU	TOTAL
4:30 PM	5	NORTH 2 NT 250	BOUND 0 NR 6	0 NU 3	SL 7	SOUTHI 2 ST 251	BOUND 0 SR 4		0.5 EL 7	0.9 EASTB 0.5 ET 0	OUND 1	0 EU 0	0.5 WL 7	0.8 WESTE 0.5 WT	BOUND 1 WR 5	0 WU 0	TOTAL 547
4:30 PM 4:45 PM	5 6	NORTH 2 NT 250 245	BOUND 0 NR 6 8	0 NU 3 2	SL 7 7	SOUTHI 2 ST 251 305	BOUND 0 SR 4 3	SU 1 1	0.5 EL 7 3	0.9 EASTB 0.5 ET 0	OUND 1 ER 1 1	0 EU 0 0	0.5 WL 7 6	0.8 WESTE 0.5 WT 0	80UND 1 WR 5 7	0 WU 0 0	TOTAL 547 594
4:30 PM 4:45 PM 5:00 PM	5	NORTH 2 NT 250 245 247	73 BOUND 0 NR 6 8	0 NU 3 2	SL 7 7 7	SOUTHI 2 ST 251 305 307	BOUND 0 SR 4	SU 1 1 2	0.5 EL 7	0.9 EASTB 0.5 ET 0	OUND 1	0 EU 0	0.5 WL 7	0.8 WESTE 0.5 WT	BOUND 1 WR 5 7	0 WU 0 0	TOTAL 547 594 595
4:30 PM 4:45 PM 5:00 PM 5:15 PM	5 6 3	NORTH 2 NT 250 245 247 200	73 BOUND 0 NR 6 8 8	0 NU 3 2 0	SL 7 7 7 8	SOUTHI 2 ST 251 305 307 286	BOUND 0 SR 4 3	SU 1 1 2 2	0.5 EL 7 3 3 7	0.9 EASTB 0.5 ET 0	OUND 1 ER 1 1	0 EU 0 0	0.5 WL 7 6	0.8 WESTE 0.5 WT 0 0	80UND 1 WR 5 7	0 WU 0 0	TOTAL 547 594 595 531
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	5 6 3	NORTH 2 NT 250 245 247	73 BOUND 0 NR 6 8	0 NU 3 2 0 0	SL 7 7 7	SOUTHI 2 ST 251 305 307	BOUND 0 SR 4 3 4 3	SU 1 1 2	0.5 EL 7 3 3 7 8	0.9 EASTB 0.5 ET 0	OUND 1 ER 1 1 3	0 EU 0 0	0.5 WL 7 6	0.8 WESTE 0.5 WT 0 0 0	30UND 1 WR 5 7 4 5 3	0 WU 0 0	TOTAL 547 594 595
4:30 PM 4:45 PM 5:00 PM 5:15 PM	5 6 3 3 4	NORTHI 2 NT 250 245 247 200 226	80UND 0 NR 6 8 8 6	0 NU 3 2 0	7 7 7 8 8	SOUTHI 2 ST 251 305 307 286 321	BOUND 0 SR 4 3 4 3 4	SU 1 1 2 2 2 0	0.5 EL 7 3 3 7	0.9 EASTB 0.5 ET 0 0 0	OUND 1 ER 1 1 3 1 3	0 EU 0 0 0	0.5 WL 7 6 6 9 4	0.8 WESTE 0.5 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 1 WR 5 7 4 5	0 WU 0 0 1 0	TOTAL 547 594 595 531 584
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	5 6 3 3 4 7	NORTH 2 NT 250 245 247 200 226 176	73 BOUND 0 NR 6 8 6 2 4	0 NU 3 2 0 0 0	SL 7 7 7 8 8	SOUTHI 2 ST 251 305 307 286 321 288	BOUND 0 SR 4 3 4 4 4	SU 1 1 2 2 0 1 1	0.5 EL 7 3 3 7 8	0.9 EASTB 0.5 ET 0 0 0	OUND 1 ER 1 1 3 1 3 5	0 EU 0 0 0	0.5 WL 7 6 6 9 4	0.8 WESTE 0.5 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 BOUND 1 WR 5 7 4 5 3 8	0 WU 0 0 1 0 0	TOTAL 547 594 595 531 584 510
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	5 6 3 3 4 7	NORTHI 2 NT 250 245 247 200 226 176 222	73 BOUND O NR 6 8 6 2 4 5	0 NU 3 2 0 0 0 2	SL 7 7 7 7 8 8 10	SOUTHI 2 ST 251 305 307 286 321 288 303 258	BOUND 0 SR 4 3 4 4 4 2 2 2	SU 1 1 2 2 0 1 1 0	0.5 EL 7 3 3 7 8 2	0.9 EASTB 0.5 ET 0 0 0 1 1 1 0	OUND 1 ER 1 1 3 1 3 5 5	0 EU 0 0 0	0.5 WL 7 6 6 9 4 3	0.8 WESTE 0.5 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30UND 1 WR 5 7 4 5 3 8	0 WU 0 0 1 0 0 0	TOTAL 547 594 595 531 584 510
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	5 6 3 3 4 7	NORTHI 2 NT 250 245 247 200 226 176 222	73 BOUND O NR 6 8 6 2 4 5	0 NU 3 2 0 0 0 2	SL 7 7 7 7 8 8 10	SOUTHI 2 ST 251 305 307 286 321 288 303	BOUND 0 SR 4 3 4 4 3 4	SU 1 1 2 2 0 1 1 0	0.5 EL 7 3 3 7 8 2	0.9 EASTB 0.5 ET 0 0 0 1 1 1 0	OUND 1 ER 1 1 3 1 3 5 5	0 EU 0 0 0	0.5 WL 7 6 6 9 4 3	0.8 WESTE 0.5 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30UND 1 WR 5 7 4 5 3 8	0 WU 0 0 1 0 0 0	TOTAL 547 594 595 531 584 510
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM	5 6 3 3 4 7 7 8 NL 43	NORTHI 2 NT 250 245 247 200 226 176 222 226 NT 1792	BOUND 0 NR 6 8 8 6 2 4 5 7 NR 46	0 NU 3 2 0 0 0 2 1 2	SL 7 7 7 8 8 10 14 5 SL 66	SOUTHI 2 ST 251 305 307 286 321 288 303 258 ST 2319	BOUND 0 SR 4 3 4 3 4 4 2 2 2 SR 26	SU 1 1 2 2 2 0 1 1 0 0 SU 7	0.5 EL 7 3 3 7 8 2 9 7	0.9° EASTB 0.5 ET 0 0 1 1 0 0 0 ET 2	OUND 1 ER 1 1 3 1 5 7 ER 26	0 EU 0 0 0 0 0 0 0	0.5 WL 7 6 6 9 4 3 5 8	0.8 WESTE 0.5 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30UND 1 WR 5 7 4 5 3 8 14 11	0 WU 0 0 0 1 0 0 0 0	TOTAL 547 594 595 531 584 510 587 541
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:34 5 PM 6:00 PM 6:15 PM	5 6 3 3 4 7 7 8 NL 43 2.27%	NORTHI 2 NT 250 245 247 200 226 176 222 226 NT 1792 94.76%	73 BOUND 0 NR 6 8 8 6 2 4 5 7 NR 46 2.43%	0 NU 3 2 0 0 0 2 1 2	SL 7 7 7 8 8 8 10 14 5 SL	SOUTHI 2 ST 251 305 307 286 321 288 303 258	BOUND 0 SR 4 3 4 4 4 2 2 2 SR	SU 1 1 2 2 2 0 1 1 0 0 SU	0.5 EL 7 3 3 7 8 2 9 7	0.9' EASTB 0.5 ET 0 0 1 1 0 0 0 ET	OUND 1 ER 1 1 3 1 5 5 7	0 EU 0 0 0 0 0 0 0	0.5 WL 7 6 6 9 4 3 5 8	0.8 WESTE 0.5 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30UND 1 WR 5 7 4 5 3 8 14 11	0 WU 0 0 1 0 0 0	TOTAL 547 594 595 531 584 510 587 541 TOTAL 4489
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM	5 6 3 4 7 7 8 NL 43 2.27%	NORTHI 2 NT 250 245 247 200 226 176 222 226 NT 1792 94.76% 04:45 PM -	73 BOUND 0 NR 6 8 8 6 2 4 5 7 NR 46 2.43% 05:45 PM	0 NU 3 2 0 0 0 2 1 1 2 NU 10 0.53%	SL 7 7 7 8 8 10 14 5 SL 66	SOUTHI 2 ST 251 305 307 286 321 288 303 258 ST 2319 95,91%	BOUND 0 SR 4 3 4 3 4 4 2 2 2 SR 26	SU 1 1 2 2 2 0 1 1 0 0 SU 7	0.5 EL 7 3 3 7 8 2 9 7	0.9° EASTB 0.5 ET 0 0 1 1 0 0 0 ET 2	OUND 1 ER 1 1 3 1 5 7 ER 26	0 EU 0 0 0 0 0 0 0	0.5 WL 7 6 6 9 4 3 5 8	0.8 WESTE 0.5 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	188 30UND 1 WR 5 7 4 5 3 8 14 11 WR 57 53 57 53 57 57 57 57 57 57 57 57 57 57	0 WU 0 0 0 1 0 0 0 0	TOTAL 547 594 595 531 584 510 587 541 TOTAL 4489
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES : APPROACH %'s:	5 6 3 4 7 7 8 NL 43 2.27%	NORTHI 2 NT 250 245 247 200 226 176 272 226 NT 1792 94.76% 04.45 PM- 918	73 BOUND 0 NR 6 8 8 6 6 2 4 5 7 NR 46 2.43% 05:45 PM 24	0 NU 3 2 0 0 0 2 1 2 NU 10 0.53%	SL 7 7 7 8 8 8 10 14 5 SL 66 2.73%	SOUTHI 2 ST 251 305 286 321 288 303 258 ST 2319 95.91%	BOUND 0 SR 4 3 4 4 4 2 2 2 SR 26 1.08%	SU 1 1 2 2 0 1 1 0 0 SU 7 0.29%	0.5 EL 7 3 3 7 8 2 9 7 EL 46 62.16%	0.9 EASTB 0.5 ET 0 0 1 1 1 0 0 0 ET 2 2.70%	OUND 1 ER 1 1 3 1 5 7 ER 26 35.14%	0 EU 0 0 0 0 0 0 0 0 0 0	0.5 WL 7 6 6 6 9 4 3 5 8 WL 48 45.28%	0.8* WESTE 0.5 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 30UND 1 WR 5 7 4 5 3 8 14 11 WR 57 53.77%	0 WU 0 0 1 0 0 0 0 0 0 0 0 0 0 0	TOTAL 547 594 595 531 584 510 587 541 TOTAL 4489
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM	5 6 3 4 7 7 8 NL 43 2.27%	NORTHI 2 NT 250 245 247 200 226 176 222 226 NT 1792 94.76% 04:45 PM -	73 BOUND 0 NR 6 8 8 6 2 4 5 7 NR 46 2.43% 05:45 PM 24 0.750	0 NU 3 2 0 0 0 2 1 1 2 NU 10 0.53%	SL 7 7 7 8 8 8 10 14 5 SL 66 2.73%	SOUTHI 2 ST 251 305 307 286 321 288 303 258 ST 2319 95,91%	BOUND 0 SR 4 3 4 4 4 4 2 2 SR 26 1.08%	SU 1 1 2 2 0 1 1 0 0 SU 7 0.29%	0.5 EL 7 3 3 7 8 2 9 7 EL 46 62.16%	0.9° EASTB 0.5 ET 0 0 1 1 0 0 0 ET 2 2.70%	OUND 1 ER 1 1 3 5 5 7 ER 26 35.14% 8 0.667	0 EU 0 0 0 0 0 0 0 0 0	0.5 WL 7 6 6 6 9 4 3 5 8 WL 48 45.28%	0.8 WESTE 0.5 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 30UND 1 WR 5 7 4 5 3 8 14 11 WR 57 53.77%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 547 594 595 531 584 510 587 541 TOTAL 4489

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

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

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## 6-53MAN M. RT RNB RNJ St. ST SNB SU EL ET ER EU WIL WIT WR W. ## 6-63MAN T SNB RN RNJ St. ST SNB SU EL ET ER EU WIL WIT WR WR W. ## 6-63MAN T SNB RNJ SNB RNJ SNB RNJ SNB RNJ EL ET ER EU WIL WIT WR WR W. ## 6-63MAN T SNB RNJ SNB RNJ SNB RNJ SNB RNJ EL ET ER EU WIL WIT WR WR W. ## 6-63MAN T SNB RNJ SNB R										Totals								
AM 1 2 0 0 1	NS/EW Streets:		Fry	Rd			Fry F	₹d			West	Rd			West	Rd		
AM 6.30 AM M. MT Y NR MR M. M. SL 6.45 AM 6.45																		
6.23 MJ M. YIT MR NJ S. ST SP SU EL ET ER EU WIL WIT WR JAN	ΔM	1			0	1			0	1			0	1			0	
6-30 AM	7 (1 / 1																WU	TOTAL
7.00 AM			185	40	0	10	112	2		0	0	0	0	21		14	0	389
7.15 AM 7.30 AM 7.16 AM 7.30 AM 7.21 AM 7.30 AM 7.21 AM 7.30 A		0	207	44	0		170	4	0	0	0		0	37	7	38	1	522
7-30 AM 2 178 29 0 23 141 1 1 0 0 1 0 0 31 0 30 1 7 2 8 2 20 1 1 5 5 2 0 0 0 0 0 0 0 0 24 1 1 10 1 10 8 1 10 1 10 1 10 1 10 1 10																	0	489
TOTAL VOLUMES: APPROACH C. 1.65 2.0 0.0 0.0 0.0 24 1 19 19 19 19 19 19 19	7:15 AM			42		35	155					0	0	25		23	0	457
B															0		0	437
8-15 AM 8-30 AM 0 1952 228 0 144 138 1 1 1 0 0 0 0 433 0 12 8-45 AM 0 1955 237 0 1 17 140 2 0 0 2 1 0 0 0 34 3 20 16 8-45 AM 0 1955 237 0 1 17 140 2 0 0 2 1 0 0 0 34 3 20 16 9-15 AM 1 144 222 1 1 15 127 0 1 1 1 0 1 0 0 2 8 1 1 13 1 9-15 AM 1 144 222 1 1 15 127 0 1 1 1 0 0 1 1 0 0 28 1 1 13 1 9-15 AM 2 1 154 18 1 7 7 137 1 0 0 0 1 1 0 0 21 2 2 1 1 15 1 15 1 1 1 1 1 1 1 1 1 1															1		0	428 474
B - S - O AM		0															1	421
B.16.5 AM 0 165 21 0 17 121 3 0 1 4 0 0 25 1 13 13 9 14 9 15 27 1 11 120 2 0 2 2 2 0 0 18 0 16 16 16 16 16 16 16								2	Ö	2	1						0	514
9-15 AM 1 144 22 1 15 127 0 1 1 1 0 0 1 0 24 0 10	8:45 AM	0		21						1	4					13	0	371
9-35 AM 2 154 18 1 7 137 1 0 0 0 1 0 0 21 2 17 15 0 9-35 AM 9-35 AM 128 13 0 16 109 4 2 0 0 0 0 1 0 0 21 2 17 15 0 9-35 AM 128 13 0 16 109 4 2 0 0 0 0 0 0 225 1 115 0 0 0 1 1 0 0 0 21 1 15 0 0 0 1 1 0 0 0 21 1 15 0 0 0 1 1 0 0 0 1 0 25 1 1 15 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0		1								_							0	355
9-45 AM 3 128 13 0 16 109 4 2 0 0 0 0 0 25 1 15 0 0 15 15 15 0 1 15 15 0 1 15 15 0 1 15 15 0 1 15 15 0 1 15 15 0 1 15 15 0 1 15 15 0 1 15 15 0 1 15 15 0 1 15 15 0 1 15 15 0 1 15 15 0 1 15 15 0 1 15 0 1 15 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 1 15 0 1 1 15 0 1 1 15 0 1 1 1 1																	1	348
TOTAL VOLUMES: N. N. N. N. N. N. S. S.		2		18					2					21			0	361 316
TOTAL VOLUMES 144 2456 421 8	7.43 AW	3	120	13	U	10	107	*	2	0	U	U	U	23		13	U	310
TOTAL VOLUMES 14		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
PEAK HR			2456	421		236			7		10						3	5882
PEAK HR VOL. 4					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%	
NOON																		TOTAL
NOON												3	0				1	1905
NOON	PEAK HR FACTOR :	0.500			0.250	0.650			0.500	0.250			0.000	0.697			0.250	0.912
NOON 1			0.0	, ,			0.94	-			0.73	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			0.0	4.1		
NOON 1			NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
NL NT NR NU SL ST SR SU EL ET ER EU WL WT WR WR NU 10:00 AM	NOON		2	0			2	0			2	0			2	0	0	
10:15 AM							ST										WU	TOTAL
10:30 AM																	0	322
10:45 AM										1							0 0	325 321
11:00 AM										2							0	321
11:15 AM 2 149 15 0 19 116 1 1 3 0 0 0 20 3 17 0																	0	341
11-45 AM																	Ō	346
12:00 PM		1			2			2	3		1	1			-		0	363
12:15 PM 5		2			2			_1	_1_		4	2					0	409
12:30 PM 2 155 23 2 25 164 3 0 5 2 2 0 29 2 22 0 124 211 0 1:00 PM 4 137 25 0 22 150 2 3 0 3 0 0 0 16 1 20 0 1:15 PM 4 166 17 1 34 135 4 3 2 1 2 0 28 4 18 0 1:15 PM 1 176 11 3 31 171 2 2 3 3 1 2 0 28 4 18 0 1:45 PM 1 138 27 3 18 158 3 2 3 1 2 0 21 3 25 0 21 3 25 0 0 21 3 25 0 0 21 3 25 0 0 0 0 0 0 0 0 0		7								2							0	404
12:45 PM																	0	425 436
1:00 PM										1							0	406
1:15 PM		4								0							0	383
TOTAL VOLUMES: NL		4			1		135	4			1				4		0	419
NIL NT NR NU SL ST SR SU EL ET ER EU WL WT WR NV NR APPROACH %:s: 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 PEAK HR: 11.45 MM - 12.45 PM		1	176								1	2					0	459
APPROACH %'s: 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% 0.844 0.688 0.830 0.00% 0.844 0.888 0.830 0.00% 0.844 0.688 0.830 0.00% 0.844 0	1:45 PM	1	138	27	3	18	158	3	2	3	1	2	0	21	3	25	0	405
APPROACH %'s: 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% 0.844 0.688 0.830 0.00% 0.844 0.888 0.830 0.00% 0.844 0.688 0.830 0.00% 0.844 0			NT	ND		61	CT.	CD	CII		r.T	- FD		14.0) A CT	MD	WU	TOTAL
APPROACH %: SI	TOTAL VOLUMES :																0	6091
PEAK HR 11:45 AM - 12:45 PM PEAK HR VOL. 16 601 101 5 0.97 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																	0.00%	0071
PEAK HR VOL. 16		1.0070			0.0070	12.0070	00.1770	1.1070	0.7070	11.0770	20.0170	02.0070	0.0070	01.0070	1.0270	10.0270	0.0070	TOTAL
PM 1			601		5		616	8				10			11		0	1674
PM 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 0	PEAK HR FACTOR :	0.571		0.765	0.625	0.898			0.500	0.700			0.000	0.844		0.830	0.000	0.960
PW 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 0 0 0 0			0.93	32			0.94	11			0.8	18			0.8	57		0.700
PW 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 0 0 0 0			MODTU	BULIND			SOLITUI	SULIND			EVCID	OLIND			MECT	ROLIND		
NIL NT NR NU SL ST SR SU EL ET ER EU WL WT WR WL WT WT WT WT WT WT WT	PM	1			0	1			0	1			0	1			0	
2:15 PM		NL	NT	NR	NU	SL		SR	SU	EL	ET	ER	EU	WL	<u>w</u> T	WR	WU	TOTAL
2:30 PM 3 183 18 3 20 178 2 0 0 1 1 3 0 21 3 28 0 21 3 28 0 2:45 PM 4 169 38 3 22 193 5 1 2 2 1 1 0 25 5 5 25 25 3:00 PM 2 195 32 1 34 219 2 4 5 2 1 0 36 1 27 0 36 1 27 0 3:15 PM 2 178 30 0 38 182 1 1 4 4 9 1 0 32 2 2 26 0 3:30 PM 1 169 19 2 36 235 4 2 0 2 4 0 36 3 20 0 3:45 PM 1 204 22 2 30 218 3 1 1 2 5 0 42 1 26 0 36 3 20 0 3:45 PM 1 204 22 2 30 218 3 1 1 2 5 0 42 1 26 0		1	143	19	1	24	164	0	1					21	4	21	0	406
2.45 PM 4 169 38 3 22 193 5 1 2 2 1 0 25 5 25 3 3 3 3 2 1 3 4 219 2 4 5 2 1 0 36 1 27 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6														36			0	475
3:00 PM 2 195 32 1 34 219 2 4 5 2 1 0 36 1 27 (3:15 PM 2 178 30 0 38 182 1 1 4 9 1 0 32 2 26 (3:35 PM 1 169 19 2 36 235 4 2 0 2 4 0 36 3 20 (3:45 PM 1 204 22 2 30 218 3 1 1 2 2 5 0 42 1 26 (4:00 PM 3 188 22 2 32 209 0 2 1 3 1 0 48 3 23 (4:15 PM 7 192 28 1 26 273 3 1 3 3 2 0 28 3 29 (4:30 PM 2 216 29 1 29 228 3 1 4 2 2 2 0 50 1 40 (4:45 PM 3 237 41 6 32 274 5 1 1 1 3 0 43 2 33 (5:00 PM 3 229 36 2 40 255 2 1 4 2 2 0 55 0 23 (3							0	0	1	3					0	463
3:15 PM 2 178 30 0 38 182 1 1 4 9 1 0 32 2 266 (33:30 PM 1 169 19 2 36 235 4 2 0 2 4 0 36 3 20 (33:45 PM 1 204 22 2 30 218 3 1 1 2 5 0 42 1 26 (42 1 26 1 26 1 26 1 26 1 26 1 26 1 26 1	2:45 PM 3:00 PM	2	195	32		34	219		4	5	2	1	0	36		27	1 0	496 561
3:30 PM 1 169 19 2 36 235 4 2 0 2 4 0 36 3 20 (3:45 PM 1 204 22 2 30 218 3 1 1 2 5 0 42 1 26 (4:00 PM 3 188 22 2 32 209 0 2 1 3 1 1 0 48 3 23 (4:15 PM 7 192 28 1 26 273 3 1 3 3 2 0 28 3 29 (4:30 PM 2 216 29 1 29 228 3 1 4 2 2 0 50 1 40 (4:45 PM 3 237 41 6 32 274 5 1 1 1 3 0 43 2 33 (5:00 PM 3 229 36 2 40 255 2 1 4 2 2 0 52 0 23 (i	ő				Ö	506
3:45 PM 1 204 22 2 30 218 3 1 1 2 5 0 42 1 26 (4:00 PM 3 188 22 2 32 209 0 2 1 3 1 0 48 3 23 (4:15 PM 7 192 28 1 26 273 3 1 3 3 2 0 28 3 29 (4:30 PM 2 216 29 1 29 228 3 1 4 2 2 0 50 1 40 (4:45 PM 3 237 41 6 32 274 5 1 1 1 1 3 0 43 2 33 (5:00 PM 3 229 36 2 40 255 2 1 4 2 2 0 52 0 23 (3:30 PM	1	169	19	2	36	235					4	0	36		20	Ō	533
4:15 PM 7 192 28 1 26 273 3 1 3 3 2 0 28 3 29 29 4:30 PM 2 216 29 1 29 228 3 1 4 2 2 0 50 1 40 0 4:45 PM 3 237 41 6 32 274 5 1 1 1 3 0 43 2 33 0 5:00 PM 3 229 36 2 40 255 2 1 4 2 2 0 52 0 23 0		1								1	2	5					0	558
4:30 PM 2 216 29 1 29 228 3 1 4 2 2 0 50 1 40 (6 4:45 PM 3 237 41 6 32 274 5 1 1 1 1 3 0 43 2 33 (6 5:00 PM 3 229 36 2 40 255 2 1 4 2 2 0 52 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 2 0 5 2 0 23 (6 5:00 PM 5 2 0 23 (6 5												1					0	537
4:45 PM 3 237 41 6 32 274 5 1 1 1 3 0 43 2 33 0 5:00 PM 3 229 36 2 40 255 2 1 4 2 2 0 52 0 23 0												2					1 0	600
5:00 PM 3 229 36 2 40 255 2 1 4 2 2 0 52 0 23 (_						_			1	_					0	608
											2						0	651
	5:15 PM	1	188	41	1	39	288	Ō	i	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 (4		260	_			2	2			_		0	617
					2	35	263				3	1		56			0	605
6:00 PM 2 197 32 3 42 279 2 2 0 4 0 51 2 33 (2															0	651
6:15 PM 2 211 32 2 42 236 1 2 4 3 2 0 43 1 34 (6:15 PM	2	211	32	2	42	236	1	2	4	3	2	U	43	1	34	0	615
NL NT NR NU SL ST SR SU EL ET ER EU WL WT WR W		NII	NT	NP	NH	SI	TZ	SP	SII	FI	FT	FP	FII	\A/I	WT	WP	WU	TOTAL
	TOTAL VOLUMES																3	10202
APPROACH %'s: 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	APPROACH %'s:	1.15%					86.50%	0.73%		33.08%		29.23%		56.72%		39.90%	0.24%	
PEAK HR: 04:45 PM - 05:45 PM	PEAK HR :			05:45 PM														TOTAL
																	1	2588
I DEAK LID FACTOR 0.000 0.000 0.070 0.042 1.0047 0.025 0.250 1.000 1.040 0.047 0.000 1.0447 0.000 0.000 0.000	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
PEAK HR FACTOR: 0.600 0.880 0.970 0.542 0.867 0.935 0.550 1.000 0.688 0.563 0.667 0.000 0.865 0.583 0.833 0.2 0.975 0.948 0.975 0.987			0.88	37			0.92	ŀŏ			0.8.	15			0.9	00		

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

968 0.942

0.000

3 0.375 3 0.375

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

0 2 0.000 0.500 0.500

TOTAL 2410

0.980

_								Data -	Totals								
NS/EW Streets:		Fry I	Rd			Fry F	₹d			Morrison (Grove Dr			Morrison C	Grove Dr		
		NORTH	BOUND			SOUTH	BOUND			FASTE	OUND			WESTB	OUND		
AM	1	2	0	0	1	2	0	0	0.5	0.5	1	0	0	1	0	0	
7 (17)	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
																	mom.
	NL	NT	NR	UU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH % 's :	93 5.38%	1627 94.10%	9 0.52%	0 0.00%	4 0.27%	1353 90.56%	100 6.69%	37 2.48%	106 60.23%	0 0.00%	70 39.77%	0 0.00%	2 50.00%	0 0.00%	2 50.00%	0 0.00%	3403
				0.00%	0.27%	90.56%	0.09%	2.48%	00.23%	0.00%	39.77%	0.00%	50.00%	0.00%	50.00%	0.00%	TOTAL
PEAK HR : PEAK HR VOL :	39	06:45 AM - 828		0	2	727	37	16	55	0	28	0	0	0	0	0	1734
PEAK HR VOL : PEAK HR FACTOR :	0.750	0.900	2 0.250	0.000	2 0.250	0.887	0.771	0.571	0.724	0.000	0.778	0.000	0.000	0 0.000	0.000	0.000	
PEAK TR FACTOR :	0.730	0.900		0.000	0.230	0.007		0.571	0.724	0.000		0.000	0.000	0.000	0.000	0.000	0.922
							_			-	-						
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	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	TOTAL
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	103	1799	1	4	3L 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%	4000
PEAK HR :		04:30 PM -		5.2170	3.1070	70.2070	1.7070	1.7170	55.5576	5.0570	33.3470	0.0070	12.1170	5.2070	UL.0070	5.0070	TOTAL
DEAK LID VOL -	E7	04.001101-	03.30 1 W	2	2	1170	E7	24	74	0	40	0	2	0	2	0	2410

0 48 0.000 0.632 0.886

0 0.000

2 0.500

76 0.905

1170 57 0.947 0.891 0.956

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

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

	_								Data -	rotais								
	NS/EW Streets:		Fry F	Rd			Fry F	Rd		Chilton	Bluff Blvd/M	laircopa Ric	ige Dr	Chilton I	Bluff Blvd/N	Maircopa Ric	lge Dr	
			NORTHI	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
	AM	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	TOTAL
	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
_																		
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	TOTAL VOLUMES :	37	1417	47	1	53	1322	53	5	182	5	131	2	100	2	136	0	3493
_	APPROACH %'s :	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 -								_		_		_		_	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	
									0.200	0.011			0.230	0.007			0.000	0.907
			0.91				0.88		0.200	0.011	0.85		0.230	0.007	0.7		0.000	0.907
			0.91	19			0.88	30	0.200	0.011	0.85	59	0.230	0.007	0.7	17	0.000	0.907
	DM	1	0.91 NORTHI	BOUND			0.88 SOUTHE	BOUND			0.85 EASTB	OUND			0.7°	17 BOUND		0.907
	PM	1	0.91 NORTHI	BOUND 0	0	1	SOUTHI 2	BOUND 0	0	0	EASTB 2	OUND 0	0	0	WESTE	BOUND 0	0	
		NL.	0.91 NORTHI 2 NT	BOUND 0 NR	O NU	SL	SOUTHI 2 ST	BOUND 0 SR	0 SU	0 EL	EASTB 2 ET	OUND 0 ER	0 EU	0 WL	0.7° WESTE	BOUND 0 WR	0 WU	TOTAL
	4:30 PM	NL 9	0.91 NORTHI 2 NT 255	BOUND 0 NR 10	0 NU 1	SL 17	0.88 SOUTHI 2 ST 245	BOUND 0 SR 29	0 SU 0	0 EL 11	EASTB 2	OUND 0 ER 5	0	0 WL 8	WESTE	80UND 0 WR 10	0 WU 0	TOTAL 602
	4:30 PM 4:45 PM	NL 9 10	0.91 NORTHI 2 NT 255 225	BOUND 0 NR 10 18	0 NU 1 0	SL 17 17	0.88 SOUTHI 2 ST 245 266	BOUND 0 SR 29 30	0 SU 0 0	0 EL 11 23	0.85 EASTB 2 ET 2 1	OUND 0 ER 5 5	0 EU 0 1	0 WL 8 9	0.7° WESTE 2 WT 0 2	80UND 0 WR 10 12	0 WU 0 0	TOTAL 602 619
	4:30 PM 4:45 PM 5:00 PM	NL 9 10 15	0.91 NORTHI 2 NT 255 225 224	BOUND 0 NR 10 18	0 NU 1 0	SL 17 17 13	0.88 SOUTHI 2 ST 245 266 238	BOUND 0 SR 29 30 38	0 SU 0	0 EL 11 23 21	EASTB 2 ET	OUND 0 ER 5 5	0 EU 0 1	0 WL 8	0.7° WESTE	80UND 0 WR 10 12 27	0 WU 0 0	TOTAL 602 619 611
	4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 9 10 15 13	0.91 NORTHI 2 NT 255 225 224 190	BOUND 0 NR 10 18 10 9	0 NU 1 0	SL 17 17 13 28	0.88 SOUTHI 2 ST 245 266 238 263	BOUND 0 SR 29 30 38 37	0 SU 0 0	0 EL 11 23 21 15	0.85 EASTB 2 ET 2 1 2 1	OUND 0 ER 5 5 8 13	0 EU 0 1 0	0 WL 8 9 14	0.7° WESTE 2 WT 0 2	80UND 0 WR 10 12 27 20	0 WU 0 0	TOTAL 602 619 611 600
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 9 10 15 13 14	0.91 NORTHI 2 NT 255 225 224 190 170	BOUND 0 NR 10 18 10 9 3	0 NU 1 0 0	SL 17 17 13 28 23	0.88 SOUTHI 2 ST 245 266 238 263 243	BOUND 0 SR 29 30 38 37 32	0 SU 0 0	0 EL 11 23 21 15	0.85 EASTB 2 ET 2 1	OUND 0 ER 5 5 8 13 2	0 EU 0 1 0 0	0 WL 8 9 14 9	0.7° WESTE 2 WT 0 2 0 1 0	30UND 0 WR 10 12 27 20 19	0 WU 0 0 0	TOTAL 602 619 611 600 530
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 9 10 15 13 14 7	0.91 NORTHI 2 NT 255 225 224 190 170 186	BOUND 0 NR 10 18 10 9 3 12	0 NU 1 0	SL 17 17 13 28 23 19	0.88 SOUTHI 2 ST 245 266 238 263 243 269	BOUND 0 SR 29 30 38 37 32 33	0 SU 0 0 1 1 0	0 EL 11 23 21 15 17 16	0.85 EASTB 2 ET 2 1 2 1	OUND 0 ER 5 5 8 13	0 EU 0 1 0	0 WL 8 9 14	0.7° WESTE 2 WT 0 2 0 1	30UND 0 WR 10 12 27 20 19 11	0 WU 0 0 0 0	TOTAL 602 619 611 600 530 571
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 9 10 15 13 14 7	0.91 NORTHI 2 NT 255 225 224 190 170 186 190	BOUND 0 NR 10 18 10 9 3 12 8	0 NU 1 0 0 0 1	SL 17 17 13 28 23 19	0.88 SOUTHI 2 ST 245 266 238 263 243 269 259	BOUND 0 SR 29 30 38 37 32 33 43	0 SU 0 0 1 1	0 EL 11 23 21 15 17 16 20	0.85 EASTB 2 ET 2 1 2 1	OUND 0 ER 5 5 8 13 2 5 7	0 EU 0 1 0 0	0 WL 8 9 14 9 6	0.7° WESTE 2 WT 0 2 0 1 0 0	30UND 0 WR 10 12 27 20 19 11	0 WU 0 0 0	TOTAL 602 619 611 600 530 571 579
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 9 10 15 13 14 7	0.91 NORTHI 2 NT 255 225 224 190 170 186	BOUND 0 NR 10 18 10 9 3 12	0 NU 1 0 0 0 1	SL 17 17 13 28 23 19	0.88 SOUTHI 2 ST 245 266 238 263 243 269	BOUND 0 SR 29 30 38 37 32 33	0 SU 0 0 1 1 0	0 EL 11 23 21 15 17 16	0.85 EASTB 2 ET 2 1 0 1 1	OUND 0 ER 5 5 8 13 2 5	0 EU 0 1 0 0 0	0 WL 8 9 14 9 6 11	0.7° WESTE 2 WT 0 2 0 1 0 0 0 0	30UND 0 WR 10 12 27 20 19 11	0 WU 0 0 0 0	TOTAL 602 619 611 600 530 571
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 9 10 15 13 14 7	0.91 NORTHI 2 NT 255 225 224 190 170 186 190	BOUND 0 NR 10 18 10 9 3 12 8	0 NU 1 0 0 0 1	SL 17 17 13 28 23 19	0.88 SOUTHI 2 ST 245 266 238 263 243 269 259	BOUND 0 SR 29 30 38 37 32 33 43	0 SU 0 0 1 1 0	0 EL 11 23 21 15 17 16 20	0.85 EASTB 2 ET 2 1 0 1 1	OUND 0 ER 5 5 8 13 2 5 7	0 EU 0 1 0 0 0	0 WL 8 9 14 9 6 11	0.7° WESTE 2 WT 0 2 0 1 0 0 0 0	30UND 0 WR 10 12 27 20 19 11	0 WU 0 0 0 0	TOTAL 602 619 611 600 530 571 579
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 9 10 15 13 14 7 10 12	0.91 NORTHI 2 NT 255 225 224 190 170 186 190 200	BOUND 0 NR 10 18 10 9 3 12 8 11	0 NU 1 0 0 0 1 0	SL 17 17 17 13 28 23 19 25 20	0.88 SOUTHI 2 ST 245 266 238 263 243 269 259 227	BOUND 0 SR 29 30 38 37 32 33 43 32	0 SU 0 0 1 1 0 1	0 EL 11 23 21 15 17 16 20 14	0.85 EASTB 2 ET 2 1 2 1 0 1 0 0	OUND 0 ER 5 5 8 13 2 5 7 6	0 EU 0 1 0 0 0 0	0 WL 8 9 14 9 6 11 5 4	0.7° WESTE 2 WT 0 2 0 1 0 0 0 0 0 0	30UND 0 WR 10 12 27 20 19 11 10 18	0 WU 0 0 0 0 0	TOTAL 602 619 611 600 530 571 579 545
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 9 10 15 13 14 7 10 12	0.91 NORTHI 2 NT 255 225 224 190 170 186 190 200 NT	BOUND 0 NR 10 18 10 9 3 12 8 11	0 NU 1 0 0 0 1 0 1	SL 17 17 13 28 23 19 25 20	0.88 SOUTHI 2 ST 245 266 238 263 243 269 259 227	BOUND 0 SR 29 30 38 37 32 33 43 32	0 SU 0 0 1 1 0 1 0 0 5	0 EL 11 23 21 15 17 16 20 14	0.85 EASTB 2 ET 2 1 0 1 1 0 ET	59 OUND 0 ER 5 5 8 13 2 5 7 6	0 EU 0 1 0 0 0 0 0	0 WL 8 9 14 9 6 11 5 4	0.7' WESTE 2 WT 0 2 0 1 0 0 0 WT	30UND 0 WR 10 12 27 20 19 11 10 18	0 WU 0 0 0 0 0 0	TOTAL 602 619 611 600 530 571 579 545
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 6:00 PM 6:15 PM	NL 9 10 15 13 14 7 10 12 NL 90 4.96%	0.91 NORTHI 2 NT 255 225 224 190 170 186 190 200 NT 1640	BOUND 0 NR 10 10 18 10 9 3 11 1 NR 81 4.46%	0 NU 1 0 0 0 1 0 1 1 1	SL 17 17 17 13 28 23 19 25 20 SL 162	0.88 SOUTHIE 2 ST 245 266 238 263 243 269 259 227 ST 2010	BOUND 0 SR 29 30 38 37 32 33 43 32 SR 274	0 SU 0 0 1 1 1 0 0 0 SU 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 11 23 21 15 17 16 20 14 EL	0.85 EASTB 2 ET 2 1 0 1 1 0 ET 8	OUND 0 ER 5 5 8 13 2 5 7 6	0 EU 0 1 0 0 0 0 0	0 WL 8 9 14 9 6 11 5 4	0.7' WESTE 2 WT 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30UND 0 WR 10 12 27 20 19 11 10 18 WR	0 WU 0 0 0 0 0 0 0	TOTAL 602 619 611 600 530 571 579 545
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:33 PM 6:00 PM 6:15 PM	NL 9 10 15 13 14 7 10 12 NL 90 4.96%	0.91 NORTHI 2 NT 255 225 224 190 170 186 190 200 NT 1640 90.36%	BOUND 0 NR 10 10 18 10 9 3 11 1 NR 81 4.46%	0 NU 1 0 0 0 1 0 1 1 1	SL 17 17 17 13 28 23 19 25 20 SL 162	0.88 SOUTHIE 2 ST 245 266 238 263 243 269 259 227 ST 2010	BOUND 0 SR 29 30 38 37 32 33 43 32 SR 274	0 SU 0 0 1 1 1 0 0 0 SU 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 11 23 21 15 17 16 20 14 EL	0.85 EASTB 2 ET 2 1 0 1 1 0 ET 8	OUND 0 ER 5 5 8 13 2 5 7 6	0 EU 0 1 0 0 0 0 0	0 WL 8 9 14 9 6 11 5 4	0.7' WESTE 2 WT 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30UND 0 WR 10 12 27 20 19 11 10 18 WR	0 WU 0 0 0 0 0 0 0	TOTAL 602 619 611 600 530 571 579 545 TOTAL 4657
	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 6:00 PM 6:15 PM	NL 9 10 15 13 14 7 10 12 NL 90 4.96%	0.91 NORTHI 2 NT 255 225 224 190 170 186 190 200 NT 1640 90.36% 04:30 PM -	BOUND 0 NR 10 18 10 9 3 11 11 NR 81 1 4.46% 05:30 PM	0 NU 1 0 0 0 1 0 1 1 1 NU 4 0.22%	SL 17 17 17 13 28 23 19 25 20 SL 162 6.61%	0.888 SOUTHI 2 ST 245 266 238 263 243 269 259 227 ST 2010 82.07%	BOUND 0 SR 29 30 38 37 32 33 32 25 SR 274 11.19%	0 SU 0 0 1 1 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0	0 EL 11 23 21 15 17 16 20 14 EL 137 69.54%	0.85 EASTB 2 ET 2 1 0 1 1 0 ET 8 4.06%	559 OUND O ER 5 5 8 13 2 5 7 6 ER 51 25.89%	0 EU 0 1 0 0 0 0 0 0 0 0	0 WL 8 9 14 9 6 111 5 4 WL 66 33.67%	0.7' WESTE 2 WT 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30UND 0 WR 10 12 27 20 19 11 10 18 WR 127 64.80%	0 WU 0 0 0 0 0 0 0 0 0 0	TOTAL 602 619 611 600 530 571 579 545 TOTAL 4657

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

Data - Totals

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

									Totals								
NS/EW Streets:		Fry F	₹d			Fry F	₹d			Longenba	ugh Rd			Longenba	augh Rd		
		NORTHE				SOUTH				EASTB							
AM	1	2	0	0	1	2	0	0	1	2	0	0	1	WESTE 2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	3	142	53	0	34	101	2	0	6	16	12	0	53	7	45	0	474
6:45 AM 7:00 AM	10 8	139 108	74 104	0	46 51	178 188	<u>8</u> 5	0	6	26 25	12 29	0 1	125 180	10	56 46	0	687 761
7:15 AM	19	176	102	0	57	130	10	0	2	17	16	o	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 8:00 AM	6	148 157	46 62	0	50 48	108 124	5 13	<u>0</u>	<u>3</u>	25 9	7 13	0	65 53	17 23	53 41	0	533 558
8:15 AM	13 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	<u>5</u>	0	6	21	10	0	25	10	28	0	455
9:00 AM 9:15 AM	6 6	122 118	21 30	0	26 37	96 127	1	0	0 1	14 9	8	0	34 28	11 7	33 32	0	373 404
9:30 AM	4	136	33	Ö	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	129	1941	782	0	593	1679	124	3	81	331	193	2	815	193	615	0	7481
APPROACH %'s:	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 :	42	06:45 AM - 1	07:45 AM 355	0	186	594	31	0	21	89	67	1	421	36	196	0	TOTAL 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	
		0.79				0.83				0.73				0.6			0.850
		NODTIL	DOLLIND.			COLITIU	OUIND.			FACTO	OLIND			WEGTE	NOUND.		
NOON	1	NORTHE 2	OUND	0	1	SOUTHI 2	OUND	0	1	EASTB 2	OUND	0	1	WESTE 2	0 O	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	6	90 127	46 44	0	25 35	98 108	0	0	0	12 8	4	0	37 24	3	38 24	0	359 387
10:15 AM 10:30 AM	3	101	33	1	35 29	81	5 3	0	3	8 12	5 3	1	24 26	3 4	24 26	0	387
10:45 AM	4	104	36	i	21	112	2	Ö	Ö	11	8	Ö	32	6	35	ő	372
11:00 AM	6	113	33	0	24	106	3	0	2	1	8	0	32	8	26	0	362
11:15 AM 11:30 AM	3 7	111 109	38 32	0	30 21	123 117	1	0	1	6 13	8 12	0	31 29	2 5	25 33	0	379 382
11:45 AM	6	139	26	Ö	28	124	1	Ö	4	6	6	Ö	25	4	34	ő	403
12:00 PM	5	114	33	0	28	124	4	1	4	6	7	0	40	10	29	0	405
12:15 PM 12:30 PM	5 2	118 128	51 42	0	45 29	147 116	3 2	0 1	6 1	5 4	8 5	0	23 32	3 13	29 28	0	443 403
12:45 PM	9	115	37	0	29	151	1	ó	3	12	2	0	42	7	31	ő	439
1:00 PM	3	123	46	1	38	120	2	1	4	12	8	0	48	6	25	0	437
1:15 PM 1:30 PM	4 2	127 144	37 35	0 1	35 34	112 140	0 4	0	3 0	12 4	4 5	0	31 43	6 5	40 31	0	411 448
1:45 PM	8	113	33	i	45	132	2	0	3	6	5	0	43	8	20	0	420
TOTAL VOLUMES :	NL 77	NT	NR	NU 5	SL 496	ST 1911	SR 36	SU 3	EL 35	ET 130	ER 98	EU	WL	WT	WR	WU 0	TOTAL
APPROACH %'s :		1976											520	0.2			
	3.01%	1876 73.28%	602 23.52%	0.20%	20.28%	78.13%	1.47%	0.12%	13.26%	49.24%	37.12%	1 0.38%	539 48.73%	93 8.41%	474 42.86%	0.00%	6376
PEAK HR :		73.28% 12:45 PM - I	23.52% 01:45 PM	0.20%	20.28%	78.13%	1.47%	0.12%	13.26%			0.38%	48.73%	8.41%	42.86%	0.00%	TOTAL
PEAK HR : PEAK HR VOL :	18	73.28% 12:45 PM - 0 509	23.52% 01:45 PM 155	0.20%	20.28%	78.13% 523	1.47% 7	0.12%	13.26%	40	19	0.38%	48.73% 164	8.41%	42.86% 127	0.00%	
PEAK HR :		73.28% 12:45 PM - I	23.52% 01:45 PM 155 0.842	0.20%	20.28%	78.13%	7 0.438	0.12%	13.26%		19 0.594	0.38%	48.73%	8.41%	42.86% 127 0.794	0.00%	TOTAL
PEAK HR : PEAK HR VOL :	18	73.28% 12:45 PM - 1 509 0.884 0.94	23.52% 01:45 PM 155 0.842	0.20%	20.28%	78.13% 523 0.866 0.92	7 0.438 21	0.12%	13.26%	40 0.833 0.7	19 0.594 19	0.38%	48.73% 164	8.41% 24 0.857 0.99	42.86% 127 0.794 84	0.00%	TOTAL 1735
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	18 0.500	73.28% 12:45 PM - 1 509 0.884 0.94	23.52% 01:45 PM 155 0.842 10 BOUND	0.20% 2 0.500	20.28% 136 0.895	78.13% 523 0.866 0.92	7 0.438 21 BOUND	0.12% 1 0.250	13.26% 10 0.625	40 0.833	19 0.594 19	0.38% 0 0.000	48.73% 164 0.854	8.41% 24 0.857 0.99	42.86% 127 0.794 84	0.00% 0 0.000	TOTAL 1735
PEAK HR : PEAK HR VOL :	18	73.28% 12:45 PM - 1 509 0.884 0.94	23.52% 01:45 PM 155 0.842	0.20%	20.28%	78.13% 523 0.866 0.92	7 0.438 21	0.12%	13.26%	40 0.833 0.7	19 0.594 19	0.38%	48.73% 164	8.41% 24 0.857 0.99	42.86% 127 0.794 84	0.00%	TOTAL 1735
PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PM 2:00 PM	18 0.500 1 NL 7	73.28% 12:45 PM - 1 509 0.884 0.94 NORTHE 2 NT 104	23.52% 01:45 PM 155 0.842 10 30UND 0 NR 44	0.20% 2 0.500 0 NU 0	20.28% 136 0.895 1 SL 46	78.13% 523 0.866 0.92 SOUTHI 2 ST 119	7 0.438 21 30UND 0 SR 0	0.12% 1 0.250 0 SU 0	13.26% 10 0.625 1 EL 1	40 0.833 0.7' EASTB 2 ET 5	19 0.594 19 OUND 0 ER 6	0.38% 0 0.000 0.000	48.73% 164 0.854 1 WL 44	8.41% 24 0.857 0.99 WESTE 2 WT	42.86% 127 0.794 84 30UND 0 WR 32	0.00% 0 0.000	TOTAL 1735 0.968 TOTAL 415
PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PM 2:00 PM 2:15 PM	18 0.500	73.28% 12:45 PM - 1 509 0.884 0.94 NORTHE 2 NT 104 118	23.52% 01:45 PM 155 0.842 10 30UND 0 NR 44 31	0.20% 2 0.500 0 NU 0	20.28% 136 0.895 1 SL 46 48	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158	7 0.438 21 30UND 0 SR 0 1	0.12% 1 0.250 0 SU 0	13.26% 10 0.625 1 EL 1 0	40 0.833 0.7' EASTB 2 ET	19 0.594 19 OUND 0 ER 6 6	0.38% 0 0.000 0.000	164 0.854 1 WL 44 47	8.41% 24 0.857 0.99 WESTE 2 WT	42.86% 127 0.794 84 BOUND 0 WR 32 44	0.00% 0 0.000 0 WU	TOTAL 1735 0.968 TOTAL 415 476
PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PM 2:00 PM 2:15 PM 2:30 PM 2:34 PM	18 0.500 1 NL 7 9	73.28% 12:45 PM - 1 509 0.884 0.94 NORTHE 2 NT 104	23.52% 01:45 PM 155 0.842 10 30UND 0 NR 44	0.20% 2 0.500 0 NU 0	20.28% 136 0.895 1 SL 46	78.13% 523 0.866 0.92 SOUTHI 2 ST 119	7 0.438 21 30UND 0 SR 0	0.12% 1 0.250 0 SU 0	13.26% 10 0.625 1 EL 1	40 0.833 0.7 EASTB 2 ET 5	19 0.594 19 OUND 0 ER 6	0.38% 0 0.000 0.000	48.73% 164 0.854 1 WL 44	8.41% 24 0.857 0.99 WESTE 2 WT 7 5	42.86% 127 0.794 84 30UND 0 WR 32	0.00% 0 0.000	TOTAL 1735 0.968 TOTAL 415
PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM	18 0.500 1 NL 7 9 4 15	73.28% 12:45 PM - 1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 161	23.52% 01:45 PM 155 0.842 10 BOUND 0 NR 44 31 36 83 112	0.20% 2 0.500 0 NU 0 0 0 2 2	20.28% 136 0.895 1 SL 46 48 49 39 54	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 159	7 0.438 21 BOUND 0 SR 0 1 0 1 3	0.12% 1	13.26% 10 0.625 1 EL 1 0 0 1 1	40 0.833 0.77 EASTB 2 ET 5 9 6	19 0.594 19 OUND 0 ER 6 6 6 10 10	0.38% 0 0.000 EU 0 0 0	164 0.854 1 WL 44 47 57 55 49	8.41% 24 0.857 0.99 WESTE 2 WT 7 5 9 14 16	42.86% 127 0.794 84 30UND 0 WR 32 44 45 39 46	0.00% 0 0.000 0 WU 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 641
PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PM 2:00 PM 2:15 PM 2:30 PM 2:35 PM 3:00 PM 3:15 PM	18 0.500 1 NL 7 9 4 15 14 12	73.28% 12:45 PM - 1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 161 152	23.52% 01:45 PM 155 0.842 00 BOUND 0 NR 44 31 36 83 112 59	0.20% 2 0.500 0 NU 0 0 0 2 1	20.28% 136 0.895 1 SL 46 48 49 39 54 46	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 159 156	7 0.438 21 BOUND 0 SR 0 1 0 1 0 1 3	0.12% 1 0.250 0 SU 0 0 1 0 0 0 0 0 0	13.26% 10 0.625 1 EL 1 0 0 1 1 3	40 0.833 0.77 EASTB 2 ET 5 9 6	19 0.594 19 OUND 0 ER 6 6 10 10	0.38% 0 0.000 0 EU 0 0 0 0 0 0 2	164 0.854 1 WL 44 47 57 55 49 65	8.41% 24 0.857 0.99 WESTE 2 WT 7 5 9 14 16 21	42.86% 127 0.794 84 30UND 0 WR 32 44 45 39 46 52	0.00% 0.000 WU 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604
PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:35 PM 3:15 PM 3:30 PM 3:35 PM 3:35 PM	18 0.500 1 NL 7 9 4 15	73.28% 12:45 PM - 1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 161 152 141 175	23.52% 01:45 PM 155 0.842 100 30UND 0 NR 44 31 36 83 112 59 80 87	0.20% 2 0.500 0 NU 0 0 0 2 1 0 0 0	20.28% 136 0.895 1 SL 46 48 49 39 54 46 60 45	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 159 156 148 158	7 0.438 21 BOUND 0 SR 0 1 0 1 3	0.12% 1 0.250 0 SU 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1 EL 1 0 0 1 1 4 4	40 0.833 0.77 EASTB 2 ET 5 9 6 9 10 14 10	19 0.594 19 OUND 0 ER 6 6 10 15 11 12 5	0.38% 0 0.000 EU 0 0 0 0 0	164 0.854 1 1 WL 44 47 57 55 49 65 56 39	8.41% 24 0.857 0.99 WESTE 2 WT 7 5 9 14 16 21 17 13	42.86% 127 0.794 84 30UND 0 WR 32 44 45 39 46 52 62 59	0.00% 0 0.000	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 628 611
PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PIM 2:00 PM 2:15 PM 2:30 PM 2:34 PM 3:00 PM 3:15 PM 3:30 PM 3:34 PM 4:00 PM	18 0.500 1 NL 7 9 4 15 14 12 12 13 6	73.28% 12:45 PM - 1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 161 152 141 175 163	23.52% 01:45 PM 155 0.842 10 30UND 0 NR 44 31 36 83 112 59 80 87 76	0.20% 2 0.500 NU 0 0 0 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 SL 46 48 49 39 54 46 60 45 55	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 159 156 148 158 169	1.47% 7 0.438 21 30UND 0 SR 0 1 0 1 3 14 20 3 7	0.12% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1 EL 1 0 0 1 1 3 6 4 12	40 0.833 0.7' EASTB 2 ET 5 9 9 6 9 10 14 10	0.594 19 0.594 19 0UND 0 ER 6 6 6 10 10 15 11 12 5 7	0.38% 0 0.000 EU 0 0 0 0 0 0	164 0.854 1 WL 44 47 57 55 49 65 56 39 73	8.41% 24 0.857 0.90 WESTE 2 WT 7 5 9 14 16 21 17 13 9	42.86% 127 0.794 84 30UND 0 WR 32 44 45 39 46 52 62 59 64	0.00% 0 0.000 0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 628 611 655
PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:15 PM 3:30 PM 3:15 PM 4:00 PM 4:15 PM	18 0.500 1 NL 7 9 4 15 14 12 12 13 6	73.28% 12:45 PM -1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 161 152 141 175 163 120	23.52% 01:45 PM 155 0.842 10 30UND 0 NR 44 31 36 83 112 59 80 87 76 83	0.20% 2 0.500 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 SL 46 48 49 39 54 46 60 45 55 90	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 159 156 148 158 169 194	1.47% 7 0.438 21 30UND 0 SR 0 1 1 0 1 3 14 20 3 7 83	0.12% 1 0.250 0 SU 0 0 1 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1 EL 1 0 0 1 1 1 3 6 4 1 12 24	40 0.833 0.7° EASTB 2 ET 5 9 6 9 10 14 10 14	19 0.594 19 0.594 19 0.594 19 0.594 19 0.594 10 10 10 15 11 11 12 5 7 27	0.38% 0 0.000 EU 0 0 0 0 0 0 0	164 0.854 1 1 WL 44 47 57 55 49 65 39 73	8.41% 24 0.857 0.99 WESTE 2 WT 7 5 9 14 16 21 17 13 9 15	42.86% 127 0.794 84 30UND 0 WR 32 44 45 39 46 52 59 64 68	0.00% 0 0.000 WU 0 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 628 611 655 838
PEAK HR: PEAK HR YOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:15 PM 3:35 PM 4:00 PM 4:30 PM 4:30 PM 4:43 PM	18 0.500 1 NL 7 9 4 15 14 12 12 12 13 6 9 9 13 11	73.28% 12.45 PM - 1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 161 152 141 161 152 141 175 163 120 173 171	23.52% 01:45 PM 155 0.842 00 30UND 0 NR 44 31 36 83 112 59 80 87 76 83 80 87 88	0.20% 2 0.500 0 NU 0 0 0 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 SL 46 48 49 39 54 46 60 45 55 90 77 76 64	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 156 148 158 169 194 194 194	1.47% 7 0.438 21 30UND 0 SR 0 1 0 1 3 14 20 3 7 83 4 11	0.12% 1 0.250 SU 0 0 1 0 0 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1 EL 1 0 0 1 1 1 2 4 20 11	0.833 0.7' EASTB 2 ET 5 9 9 6 9 10 14 10 14 48 27 16	19 0.594 19 0 ER 6 6 6 10 10 15 11 12 5 7 27 17	0.38% 0 0.0000 EU 0 0 0 0 0 0 0 0 1 1 0	164 0.854 1 WL 44 47 57 55 49 65 56 39 73 77 82 75	8.41% 24 0.857 0.99 WESTE 2 WT 7 5 9 14 16 21 17 13 9 15 16 5	42.86% 127 0.794 84 30UND 0 WR 32 44 45 39 46 52 62 59 64 68 71 61	0.00% 0.000 0.000 0 0 0 0 0 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 628 611 655 838 775 737
PEAK HR: PEAK HR VOL: PEAK HR VOL: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:00 PM 3:00 PM 3:30 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 4:50 PM	18 0.500 1 NL 7 9 4 15 14 12 12 13 6 9 13 11 10	73.28% 12:45 PM - 1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 161 152 141 175 163 120 173 171 164	23.52% 01:45 PM 155 0.842 10 30UND 0 NR 44 31 36 83 112 59 80 87 76 83 80 86 91	0.20% 2 0.500 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 SL 46 48 49 39 54 46 60 45 55 90 77 64 76	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 156 148 158 169 194 194 214 205	1.47% 7 0.438 21 30UND 0 SR 0 1 0 1 3 14 20 3 7 83 4 11 4	0.12% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1 EL 1 0 0 1 1 3 6 4 12 24 20 111	40 0.833 0.7' EASTB 2 ET 5 9 9 6 6 9 10 14 10 14 48 27 16	19 0.594 19 OUND 0 ER 6 6 6 10 10 15 11 12 5 7 7 17 12	0.38% 0.0000 EU 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	164 0.854 1 WL 44 47 57 55 56 39 73 77 82 75 98	8.41% 24 0.857 0.90 WESTE 2 WT 7 5 9 14 16 21 17 13 9 15 16 5 27	42.86% 127 0.794 84 30UND 0 WR 32 44 45 39 46 52 62 59 64 71 61 51	0.00% 0 0.000 0 0 0 0 0 0 0 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 628 611 655 838 775 737 768
PEAK HR: PEAK HR YOL: PEAK HR YOL: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 2:35 PM 3:00 PM 3:15 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM	18 0.500 1 NL 7 9 4 15 14 12 12 12 13 6 9 13 11 10 18	73.28% 12:45 PM - 1 509 0.884 NORTHE 2 NT 104 118 140 141 161 152 141 175 163 120 173 171 164 134	23.52% 01:45 PM 155 0.842 100 30UND 0 NR 44 31 36 83 112 59 80 87 76 83 80 86 91 73	0.20% 2 0.500 ONU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 SL 46 48 49 39 54 46 60 45 55 90 77 64 76	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 156 148 159 156 148 169 194 214 205	1.47% 7 0.438 21 30UND 0 SR 0 1 1 0 1 3 14 20 3 7 83 4 111 4	0.12% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1 EL 1 0 0 1 1 1 3 6 4 4 20 11 10 5	40 0.833 0.7' EASTB 2 ET 5 9 6 9 10 14 48 27 16 19	19 0.594 19 OUND 0 ER 6 6 6 10 10 15 11 12 5 7 7 27 17 12 10	0.38% 0 0.000 EU 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	164 0.854 1 WL 44 47 55 49 65 66 39 73 77 82 75 98	8.41% 24 0.857 0.99 WESTE 2 WT 7 5 9 14 16 21 17 13 9 15 16 5 27 21	42.86% 127 0.794 84 30UND 0 WR 32 44 45 59 64 68 71 61 54	0.00% 0 0.000 0 0.000 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 628 611 655 838 775 737 768
PEAK HR: PEAK HR VOL: PEAK HR VOL: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:00 PM 3:00 PM 3:30 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 4:50 PM	18 0.500 1 NL 7 9 4 15 14 12 12 12 12 13 6 9 13 11 10 18 9 8	73.28% 12:45 PM - 1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 161 152 141 175 163 120 173 171 164	23.52% 01:45 PM 155 0.842 10 30UND 0 NR 44 31 36 83 112 59 80 87 76 83 80 86 91	0.20% 2 0.500 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 SL 46 48 49 39 54 46 60 45 55 90 77 64 76	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 156 148 158 169 194 194 214 205	1.47% 7 0.438 21 30UND 0 SR 0 1 0 1 3 14 20 3 7 83 4 11 4	0.12% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1 EL 1 0 0 1 1 3 6 4 12 24 20 111	40 0.833 0.7' EASTB 2 ET 5 9 9 6 6 9 10 14 10 14 48 27 16	19 0.594 19 OUND 0 ER 6 6 6 10 10 15 11 12 5 7 7 17 12	0.38% 0.0000 EU 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	164 0.854 1 WL 44 47 57 55 56 39 73 77 82 75 98	8.41% 24 0.857 0.90 WESTE 2 WT 7 5 9 14 16 21 17 13 9 15 16 5 27	42.86% 127 0.794 84 30UND 0 WR 32 44 45 39 46 52 62 59 64 71 61 51	0.00% 0 0.000 0 0 0 0 0 0 0 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 628 611 655 838 775 737 768
PEAK HR: PEAK HR YOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:15 PM 3:15 PM 3:45 PM 4:00 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:600 PM	18 0.500 1 NL 7 9 4 15 14 12 12 13 6 9 13 11 10 18 9 8	73.28% 12:45 PM -1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 152 141 175 163 120 173 171 164 134 131 147	23.52% 01:45 PM 155 0.842 10 30UND 0 NR 44 31 36 38 38 112 59 80 87 76 83 80 91 73 86 89 90	0.20% 2 0.500 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 1 1 1 46 48 49 39 46 60 45 55 90 77 64 76 77 63 66 81	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 156 148 159 156 148 159 194 205 179 209 214	1.47% 7 0.438 21 30UND 0 SR 0 1 0 1 3 14 20 3 7 83 4 111 4 4 3 1 9	0.12% 1 0.250 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1 EL 1 0 0 0 1 1 1 3 6 4 4 12 24 20 11 1 10 5 5 2 3 3	40 0.833 0.7' EASTB 2 ET 5 9 9 6 6 9 10 14 10 14 10 14 18 27 7 16 19 13 17 11 11	00000 0000 0000 0000 0000 0000 0000 0000	0.38% 0 0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	164 0.854 1 1 1 WL 44 44 47 57 55 56 56 39 73 77 82 75 98 62 63 75 88	8.41% 24 0.857 0.99 WESTE 2 WT 7 5 9 14 16 21 17 13 9 15 16 5 27 21 15 9 14	42.86% 127 0.794 84 84 83 SOUND 0 WR 32 44 45 39 46 52 62 62 69 64 68 71 61 54 59 37 46 51	0.00% 0 0.000	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 611 628 611 755 838 775 768 657 768 652 661 728
PEAK HR: PEAK HR YOL: PEAK HR YOL: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:00 PM 3:15 PM 3:30 PM 4:15 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:30 PM 5:30 PM 5:30 PM	18 0.500 1 NL 7 9 4 15 14 12 12 12 12 13 6 9 13 11 10 18 9 8	73.28% 12:45 PM -1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 161 152 141 163 120 173 171 164 134 131	23.52% 01:45 PM 155 0.842 10 30UND 0 NR 44 31 36 83 112 59 80 87 76 83 80 86 91 91 91 91 91 91 91 91 91 91	0.20% 2 0.500 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 SL 46 48 49 39 54 46 60 45 55 90 77 64 76 77 63 66	78.13% 523 0.866 0.92 SOUTHL 2 ST 119 158 144 139 159 156 148 169 194 214 205 179 209 214	1.47% 7 0.438 21 30UND 0 SR 0 1 0 1 3 14 20 3 7 83 4 11 4 4 3 1	0.12% 1 0.250 O SU 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 1 1	13.26% 10 0.625 1 EL 1 0 0 1 1 1 3 6 4 12 24 4 10 10 5 5 2	40 0.833 0.7' EASTB 2 ET 5 9 6 6 9 10 14 48 277 16 19 13 17	0UND 0 ER 6 6 10 11 11 12 5 7 7 17 12 10 11 12 11 11 12 11 11 12 11 11 11 12 11 11	0.38% 0.0000 EU 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	164 0.854 1 WL 44 47 55 49 65 56 39 73 77 82 75 98 62 63 63	8.41% 24 0.857 0.99 WESTE 2 WT 7 7 5 9 14 16 21 17 13 9 15 16 5 27 21 15 9	42.86% 127 0.794 884 30UND 0 WR 32 44 45 52 62 59 64 688 71 61 54 59 37 46	0.00% 0 0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 604 628 611 655 838 617 75 737 768 657 652 681
PEAK HR: PEAK HR YOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:15 PM 3:15 PM 3:45 PM 4:00 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:600 PM	18 0.500 1 NL 7 9 4 15 14 12 12 13 6 9 13 11 10 18 9 8	73.28% 12:45 PM -1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 152 141 175 163 120 173 171 164 134 131 147	23.52% 01:45 PM 155 0.842 00 0 NR 44 31 36 83 80 87 76 83 80 91 73 86 89 90 90	0.20% 2 0.500 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 1 1 1 46 48 49 39 46 60 45 55 90 77 64 76 77 63 66 81	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 156 148 159 156 148 159 194 205 179 209 214	1.47% 7.438 21 30UND 0 SR 0 1 0 1 3 14 20 3 7 83 4 11 4 4 3 1 9 4	0.12% 1 0.250 SU 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1 EL 1 0 0 0 1 1 1 3 6 6 4 4 112 24 20 111 110 5 5 5 2 3 3 3 3	40 0.833 0.7' EASTB ET 5 9 9 6 6 9 10 14 10 14 48 27 16 19 13 17 11 12 5	00000 0000 0000 0000 0000 0000 0000 0000	0.38% 0.0000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	164 0.854 1 1 1 WL 44 44 47 57 55 56 56 39 73 77 82 75 98 62 63 75 88	8.41% 24 0.857 0.99 WESTE 2 WT 7 5 9 14 16 21 17 13 9 15 16 5 27 21 15 9 14	42.86% 127 0.794 84 84 83 SOUND 0 WR 32 44 45 39 46 52 62 62 69 64 68 71 61 54 59 37 46 51	0.00% 0 0.000	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 628 611 655 838 775 737 768 657 657 657 657 657
PEAK HR: PEAK HR YOL: PEAK HR YOL: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:00 PM 3:15 PM 3:30 PM 4:15 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM 5:30 PM 5:15 PM 5:30 PM 5:31 PM	18 0.500 1 NL 7 9 4 15 14 12 12 13 6 6 9 13 111 10 18 9 8 12 9 9 NL 191	73.28% 12:45 PM -1 509 0.884 0.94 NORTHI 2 NT 104 118 140 141 175 163 120 173 171 164 134 131 147 146 168 NT 2649	23.52% 01:45 PM 155 0.842 00 00 00 00 NR 44 31 36 83 36 83 112 59 80 87 76 83 80 91 91 90 90 90 NR	0.20% 2 0.500 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 1 SL 46 48 49 39 54 46 60 45 55 77 64 76 77 63 66 81 65 SL	78.13% 523 0.866 0.92 SOUTHI 2 119 158 144 139 159 156 148 158 169 194 194 201 201 179 209 214 211 156 ST 3126	1.47% 7 0.438 2:1 30UND 0 SR 0 1 0 0 1 3 14 20 20 3 7 7 83 4 111 4 4 3 1 9 4 SR 172	0.12% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1	40 0.833 0.7' EASTB ET 5 9 9 6 6 9 10 14 10 14 48 27 16 19 13 11 11 12 5	19 0.594 19 0.594 19 0.594 19 6 6 6 6 6 10 15 11 12 5 7 7 7 7 7 7 17 12 10 11 12 12 14 14 14 14 14 14 14 14 14 14 14 14 14	0.38% 0 0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	164 0.854 1 1 WL 44 47 57 55 49 65 63 99 73 77 82 275 98 62 63 63 62 64 88 50 WL	8.41% 24 0.857 0.99 WESTE 2 WT 7 5 9 14 16 21 17 13 9 15 16 5 27 21 15 9 14 16 WT 249	42.86% 127 0.794 84 30UND 0 WR 32 44 45 39 46 52 62 59 64 68 771 61 54 59 37 46 51 56 WR 946	0.00% 0.000 0.000 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 628 611 655 838 775 768 657 737 768 657 652 661 728
PEAK HR: PEAK HR YOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:15 PM 3:15 PM 3:345 PM 4:00 PM 4:30 PM 4:30 PM 5:00 PM 5:30 PM 6:15 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	18 0.500 1 NL 7 9 4 4 12 12 12 13 6 9 13 11 10 18 9 8 12 9	73.28% 12:45 PM -1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 161 152 141 175 163 120 173 171 164 134 131 147 166 168 NT 146 168	23.52% 01:45 PM 155 0.842 10 0 NR 44 31 36 83 112 59 80 76 83 80 91 73 86 91 73 86 99 90 NR 1376 32.61%	0.20% 2 0.500 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 SL 46 48 49 39 54 46 60 45 55 66 81 65 SL	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 159 156 148 158 169 194 214 205 179 209 214 211 156	1.47% 7 0.1438 2.1 330UND 0 SR 0 1 0 1 1 3 14 20 3 7 83 4 11 1 4 4 3 1 1 9 4	0.12% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1 EL 1 0 0 1 1 1 3 6 4 12 24 20 11 10 5 5 2 3 3 EL	40 0.833 0.7' EASTB 2 ET 5 9 6 6 9 10 14 48 27 16 19 13 17 11 12 5	19 0.594 19 0.594 19 0.594 19 0.594 19 0.594 10 10 15 15 11 11 12 5 7 7 27 7 17 12 12 10 11 11 12 12 14 14 14 14 14 14 14 14 14 14 14 14 14	0.38% 0.0000 0.0000 0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	164 0.854 1 WL 44 47 57 55 49 65 56 39 73 77 77 82 75 88 63 75 88 65 63 75 88 80 80 80 80 80 80 80 80 80 80 80 80	8.41% 24 0.857 0.99 WESTE 2 WT 7 5 9 14 16 5 27 21 15 9 14 16 WT	42.86% 127 0.794 844 30UND 0 WR 32 444 45 39 46 52 62 59 64 68 71 61 51 54 59 WR	0.00% 0 0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 628 611 655 838 775 737 768 657 652 681 728 626
PEAK HR: PEAK HR YOL: PEAK HR YOL: PEAK HR YOL: PEAK HR YOL: 2:00 PM 2:05 PM 2:30 PM 2:35 PM 3:00 PM 3:15 PM 3:30 PM 4:15 PM 4:30 PM 4:15 PM 5:00 PM 5:15 PM 5:30 PM 5:15 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	18 0.500 1 NL 7 9 4 15 14 12 12 13 6 9 13 11 10 18 9 8 12 9 9 NL 191 4.53%	73.28% 12:45 PM -1 509 0.884 0.94 NORTHE 2 NT 104 118 140 141 161 152 141 175 163 120 173 171 164 134 131 147 166 168 NT 146 168	23.52% 01:45 PM 155 0.842 00 00 00 00 NR 44 31 36 83 36 83 112 59 80 87 76 83 80 91 91 90 90 90 NR	0.20% 2 0.500 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 SL 46 48 49 39 54 46 60 45 55 90 77 64 76 77 63 66 81 101 25.02%	78.13% 523 0.866 0.92 SOUTHI 2 ST 119 158 144 139 159 156 148 158 169 194 214 205 179 209 214 211 156 ST 3126 71.03%	1.47% 7 0.438 21 330UND 0 SR 0 1 1 0 1 1 3 14 20 3 7 83 4 11 11 4 4 3 1 9 4 SR 172 3.91%	0.12% 1 0.250 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1 EL 1 0 0 0 1 1 1 1 3 6 4 4 12 20 11 10 5 5 5 2 3 3 3 EL 111 19.51%	40 0.833 0.7' EASTB ET 5 9 9 6 6 9 10 14 10 11 4 48 27 16 19 13 17 11 11 12 5 5 5 7 9 9 10 11 11 11 11 11 11 11 11 11 11 11 11	19 0.594 19 0.0UND 0 ER 6 6 6 10 15 11 12 5 7 7 7 17 12 10 12 11 12 12 14 12 14 12 14 14 15 11 14 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	0.38% 0 0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	164 0.854 1 WL 44 47 57 55 49 65 56 39 73 77 78 22 75 88 62 63 75 88 88 80 49.15%	8.41% 24 0.857 0.99 WESTE 2 WT 7 5 9 14 16 5 17 17 17 18 19 15 16 5 9 14 16 5 7 11 15 9 14 16 5 9 14 16 5 9 14 16 5 9 14 16 5 9 14 16 16 5 9 14 16 16 5 9 14 16 16 5 9 16 16 5 9 17 18 18 18 18 18 18 18 18 18 18 18 18 18	42.86% 127 0.794 84 30UND 0 WR 32 44 45 39 46 52 62 59 64 68 771 61 54 59 37 46 51 56 WR 946	0.00% 0 0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 628 611 655 838 657 768 652 681 728 626 TOTAL 11539 TOTAL
PEAK HR: PEAK HR YOL: PEAK HR FACTOR: PEAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 3:15 PM 3:15 PM 3:345 PM 4:00 PM 4:30 PM 4:30 PM 5:00 PM 5:30 PM 6:15 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	18 0.500 1 NL 7 9 4 4 12 12 12 13 6 9 13 11 10 18 9 8 12 9	73.28% 12.45 PM 509 0.884 0.94 NORTHE 2 NT 104 118 140 152 141 161 175 163 120 173 171 164 134 131 147 146 168 NT 2649 62.79% 64.79%	23.52% 01:45 PM 155 0.842 10 0 0 0 0 0 0 0 0 0 0 0 0 0	0.20% 2 0.500 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20.28% 136 0.895 1 1 SL 46 48 49 39 54 46 60 45 55 77 64 76 77 63 66 81 65 SL	78.13% 523 0.866 0.92 SOUTHI 2 119 158 144 139 159 156 148 158 169 194 194 201 201 179 209 214 211 156 ST 3126	1.47% 7 0.438 21 1330UND 0 SR 0 1 0 1 3 14 20 3 7 83 4 11 4 4 3 1 9 4 SR 172 3.91%	0.12% 1 0.250 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13.26% 10 0.625 1	40 0.833 0.7' EASTB ET 5 9 9 6 6 9 10 14 10 14 48 27 16 19 13 11 11 12 5	19 0.594 19 0.594 19 0.594 19 0.594 19 0.594 10 10 15 11 11 12 5 7 7 7 7 7 7 7 7 17 12 12 14 12 14 12 14 14 15 16 16 16 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	0.38% 0 0.0000 0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	164 0.854 1 1 WL 44 47 57 55 49 65 63 99 73 77 82 275 98 62 63 63 62 64 88 50 WL	8.41% 24 0.857 0.99 WESTE 2 WT 7 5 9 14 16 21 17 13 9 15 16 5 27 21 15 9 14 16 WT 249	42.86% 127 0.794 84 30UND 0 WR 32 44 45 39 46 52 62 59 64 68 71 61 51 54 59 37 46 51 56 WR 946 40.26%	0.00% 0.000 0.000 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 1735 0.968 TOTAL 415 476 503 544 641 604 628 611 655 838 775 737 768 657 652 681 728 626

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 F	₹d			Rustic La	ake Ln			Rustic L	ake Ln		
		NORTH								EASTB							
AM	1	2	0	0	1	SOUTHI 2	0	0	1	0.5	0.5	0	1	WESTE 0.5	0.5	0	
\(\alpha\) ivi	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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 8:00 AM	19	207 174	14	7 1	14 17	149 133	40	2	10	38	30	0	21 13	43	3	0	597 509
8:00 AW 8:15 AM	6 3	182	20 12	0	16	133	26 1	0	23 1	27 0	26 4	0	13	14 5	29 30	0	399
8:30 AM	1	207	14	Ö	31	140	o O	Ö	i	1	3	Ö	12	1	33	o l	444
8:45 AM	0	178	13	Ō	19	115	Ō	1	1	1	1	Ō	15	6	21	ō	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	234	2475	160	10	261	2002	223	46	97	211	186	0	205	301	245	0	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%	1
PEAK HR :			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
		0.86	04			0.80	J4			0.7	19			0.8	SU		
	1	NORTH	ROLIND			SOUTH	ROLIND			EASTB	OLIND			WESTE	ROLIND	1	$\overline{}$
NOON	1	2	0	0	1	2	0	0	1	0.5	0.5	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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 6	133	7	1 0	14	104	0 1	0 1	3 4	1 0	7	0	12	0 1	13 5	0	299 327
10:45 AM 11:00 AM	6	121 140	14 22	0	21 11	138 122	2	3	4	1	1	0	13 17	0	13	0	342
11:15 AM	5	119	10	0	15	139	1	2	1	3	Ó	0	10	0	8	0	313
11:30 AM	5	139	17	Ö	8	160	3	ō	3	1	2	ő	11	Ö	12	ő	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 1:00 PM	3	153 152	20 8	2	22 16	168 166	1	<u>2</u> 1	2	2	<u>8</u> 4	0	12 16	1	12 13	0	425 387
1:15 PM	2	159	15	0	13	136	0	1	2	1	2	0	8	Ó	8	0	347
1:30 PM	2	161	10	0	8	199	2	i	0	Ö	0	Ö	13	0	14	o o	410
1:45 PM	2	148	14	Ō	19	150	4	1	5	5	9	Ō	12	2	11	ō	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	WR	WU 0	TOTAL 5736
APPROACH %'s :	2.46%	2299 89 70%	7.49%	0.35%	235 8.97%	2329 88.93%	36 1.37%	0.73%	49 35.25%	30 21.58%	43.17%	0.00%	207 49.88%	22 5.30%	186 44.82%	0.00%	5/36
PEAK HR :	2.40%	12:15 PM -	01:15 PM	0.3376	0.9770	00.9370	1.3770	0.7376	33.2376	21.3070	43.1770	0.00%	49.00%	3.3076	44.0270	0.00%	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	
		0.90				0.93				0.49	92			0.8			0.930
	_																
PM	1	NORTH 2	BOUND 0	0	1	SOUTHI 2	3OUND 0	0	1	EASTB 0.5	OUND 0.5	0	1	WESTE 0.5	OUND 0.5	0	
FIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM		139	12	0	10	171	4	0	2	5	6	0	15	4	15	0	389
2:15 PM	6 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 3:15 PM	17 22	166 153	21 23	0	29 15	223 217	17 11	8	48 8	31 4	29 6	0	22 20	15 21	17 7	0	643 515
3: 15 PM 3:30 PM	22	206	23 17	0	22	202	14	5	8 37	4 31	6 39	0	20 16	21	14	0	647
3:45 PM	4	199	20	0	14	184	14	3	31	8	14	0	26	23 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 5:15 PM	7 4	220 187	35 25	1 0	27 16	301 230	5 4	1 2	12 7	2	7 5	0	15 19	4 3	20 19	0	657 524
5:30 PM	7	205	23	1	23	230	11	1	4	2	1	0	19	2	14	0	558
5:45 PM	20	223	26	Ö	23	240	22	ó	12	2	5	0	15	6	16	0	610
	11	212	25	0	25	261	34	2	27	7	14	0	16	11	20	0	665
6:00 PM		197	20	0	16	196	14	0	38	7	17	0	17	7	12	0	547
6:00 PM 6:15 PM	6	197															
6:00 PM				B 11 1	0.	O.T.	C.C.	CI.	E.	ET	-	E1:	140	14/	VA IP	14.0	TOTIL
6:00 PM 6:15 PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET 105	ER	EU	WL 211	WT	WR	WU	TOTAL 10120
6:00 PM 6:15 PM TOTAL VOLUMES :	NL 211	NT 3407	NR 357	7	386	3997	204	45	330	185	230	0	311	177	292	0	TOTAL 10139
6:00 PM 6:15 PM	NL 211 5.30%	NT 3407 85.56%	NR														
6:00 PM 6:15 PM TOTAL VOLUMES : APPROACH %'s :	NL 211 5.30%	NT 3407 85.56%	NR 357 8.97%	7	386	3997	204	45	330	185	230	0	311	177	292	0	10139
6:00 PM 6:15 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR :	NL 211 5.30%	NT 3407 85.56% 04:15 PM -	NR 357 8.97% 05:15 PM	7 0.18%	386 8.33%	3997 86.29%	204 4.40%	45 0.97%	330 44.30%	185 24.83%	230 30.87%	0 0.00%	311 39.87%	177 22.69%	292 37.44%	0 0.00%	10139 TOTAL

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

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

NS/EV	W Streets:		Fry	Rd			Fry	Rd			Tealbro	ook Dr			Tealbro	ok Dr		
			NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
A۱	M	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
<i>,</i>		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	11	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
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL V	VOLUMES:	37	1539	30	5	30	1403	103	5	195	32	123	0	42	14	99	0	3657
APPRO	DACH %'s:	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
PEAR	K HR VOL :	22	805	16	4	19	750	66	3	122	19	70	0	20	5	62	0	1983
PEAK HR	R 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
			0.8	90			0.8	73			0.8	37			0.65	59		0.723
DA	\ A		NORTH				SOUTH				EASTB				WESTE			
P۱	VI	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	4	7	252	17	0	34	2	16	0		3	9	0	587
	4:45 PM	16	228	9	7	9	251	43	2	29	2	16	0	2	4	5 7	0	623
	5:00 PM 5:15 PM	14 19	210 211	3 10	7 6	9 8	251 247	34 31	1	42 21	3	12 12	0	8	0 3	2	0	597 583
	5: 15 PM	27	209	9	6	8 7	247	28	0	32	2	15	0	8	3	6	0	583 577
	5:45 PM	14	209	9	3	5	218	20 17	2	34	2	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	Ó	39	3	15	0	7	9	5	0	501
	0. IS FIM	13	100			,				37			0	,			_	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	VOLUMES :	145	1689	58	36	54	1879	218	7	280	28	117	0	38	29	42	0	4620
A DDDD					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%	
	OACH %'s:	7.52%	87.60%	3.01%	1.0770	2.3070											0.0070	
	PEAK HR:		04:30 PM -	05:30 PM														TOTAL
PEAR	PEAK HR : K HR VOL :	63	04:30 PM - 868	05:30 PM 25	24	33	1001	125	4	126	11	56	0	21	10	23	0	TOTAL 2390
PEAR	PEAK HR:		04:30 PM -	05:30 PM 25 0.625				0.727	4 0.500	126 0.750	11 0.688 0.8	0.875	0 0.000	21 0.656		23 0.639		

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

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

	_								Data	rotais								_
NS/EW Stre	eets:		Fry	Rd			Fry F	₹d			High Sto	ne Ln			High S	tone Ln		
			NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	TBOUND		
AM		1	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	O AM	17	265	0	1	0	146	5	0	35	0	18	1	0	0	0	0	488
	5 AM	27	285	0	1	0	176	6	0	24	0	23	3	0	0	0	0	545
	O AM	17	242	0	0	0	221	9	0	32	0	22	2	0	0	0	0	545
	5 AM	24	257 269	0	0	0	244	14	0	23	0	29	2	0	0	0	0	593
	0 AM 5 AM	11 14	269	0	1	0	256 246	15 11	0	30 28	0	36 29	2	0	0	0	0	619 563
	O AM	15	211	0	2	0	273	7	0	26	0	33	1	0	0	0	0	568
	5 AM	10	264	0	0	0	200	7	0	18	0	14	5	0	0	0	0	518
0.1	J AIVI	10	204	· ·	٠	"	200		٠	10	Ü	17			· ·	· ·	·	310
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUM	MES :	135	2025	0	6	0	1762	74	0	216	0	204	17	0	0	0	0	4439
APPROACH 9	%'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%					
PEAK			07:15 AM -															TOTAL
PEAK HR \		64	969	0	4	0	1019	47	0	107	0	127	6	0	0	0	0	2343
PEAK HR FACT	FOR -	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	
1 2/11(111(1710)		0.007			0.300	0.000			0.000	0.072			0.730	0.000	0.000	0.000	0.000	0.946
1 2/41/11/17/101	OIC.	0.007	0.901		0.300	0.000	0.733		0.000	0.072	0.000		0.730	0.000	0.000	0.000	0.000	0.946
1 27 11 (11 (17 (0)	OIT.	0.007	0.92	23	0.300	0.000	0.95	52	0.000	0.072	0.89	96	0.730	0.000			0.000	0.946
	. O.K .		0.92 NORTH	BOUND			0.95 SOUTH	SOUND			0.89 EASTB	OUND			WEST	FBOUND		0.946
PM		1	NORTH 2	BOUND 0	0	0	SOUTHI 2	BOUND 0	0	1	EASTB 0	OUND 1	0	0	WEST 0	BOUND 0	0	
PM		1 NL	NORTH 2 NT	BOUND 0 NR		0 SL	SOUTHI 2 ST	BOUND 0 SR	0 SU	1 EL	0.89 EASTB	OUND 1 ER	O EU		WEST	FBOUND		TOTAL
PM 4:3	0 PM	1	NORTH 2	BOUND 0	O NU	0	0.95 SOUTHI 2 ST 295	30UND 0 SR 14	0	1	0.89 EASTB 0 ET	OUND 1	0	0 WL	WEST 0 WT	TBOUND 0 WR	0 WU	TOTAL 616
PM 4:3	O PM	1 NL 29	0.92 NORTH 2 NT 232	BOUND 0 NR 0	0 NU 1	0 SL 0	SOUTHI 2 ST	BOUND 0 SR	0 SU 0	1 EL 23	0.89 EASTB 0 ET 0	OUND 1 ER 20	0 EU 2	0 WL	WEST 0 WT 0	TBOUND 0 WR 0	0 WU 0	TOTAL
PM 4:3 4:4 5:0 5:1	0 PM 5 PM 0 PM 5 PM	1 NL 29 19	0.92 NORTH 2 NT 232 227 239 253	BOUND 0 NR 0	0 NU 1 1 3 3	0 SL 0	0.95 SOUTHI 2 ST 295 231 276 307	30UND 0 SR 14 14	0 SU 0	1 EL 23 16	0.89 0 ET 0 0	OUND 1 ER 20 17	0 EU 2 4	0 WL 0	WEST 0 WT 0	FBOUND 0 WR 0	0 WU 0 0	TOTAL 616 529 611 657
PM 4:3 4:4 5:0 5:1	0 PM 5 PM 0 PM 5 PM	1 NL 29 19 31 29 23	0.92 NORTH 2 NT 232 227 239 253 214	BOUND 0 NR 0 0 0 0	0 NU 1 1 3 3 2	0 SL 0 0	0.95 SOUTHI 2 ST 295 231 276 307 284	BOUND 0 SR 14 14 28 26 20	0 SU 0 0 0	1 EL 23 16 19 23 24	0.89 EASTB 0 ET 0 0 0	OUND 1 ER 20 17 15 15 22	0 EU 2 4 0 1	0 WL 0 0 0	WEST 0 WT 0 0 0	0 WR 0 0 0 0	0 WU 0 0 0	TOTAL 616 529 611 657 591
PM 4:3 4:4 5:0 5:1 5:3 5:4	00 PM 55 PM 10 PM 5 PM 10 PM	1 NL 29 19 31 29 23 35	0.92 NORTH 2 NT 232 227 239 253 214 224	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 1 1 3 3 2 1	0 SL 0 0 0	0.95 SOUTHI 2 ST 295 231 276 307 284 283	BOUND 0 SR 14 14 28 26 20 14	0 SU 0 0 0 0	1 EL 23 16 19 23 24 24	0.89 0 ET 0 0 0 0	OUND 1 ER 20 17 15 15 22 24	0 EU 2 4 0 1 2 5	0 WL 0 0 0	WEST 0 WT 0 0 0	0 WR 0 0 0 0	0 WU 0 0 0	TOTAL 616 529 611 657 591 613
PM 4:3 4:4 5:0 5:1 5:3 5:4 6:0	60 PM 65 PM 60 PM 60 PM 60 PM 60 PM	1 NL 29 19 31 29 23 35	0.92 NORTH 2 NT 232 227 239 253 214 224 217	23 BOUND 0 NR 0 0 0 0 0	0 NU 1 1 3 3 2 1	0 SL 0 0 0	0.95 SOUTHI 2 ST 295 231 276 307 284 283 293	30UND 0 SR 14 14 28 26 20 14 28	0 SU 0 0 0 0 0	1 EL 23 16 19 23 24 24 24 23	0.89 EASTB 0 ET 0 0 0 0 0	OUND 1 ER 20 17 15 15 22 24 18	0 EU 2 4 0 1 2 5	0 WL 0 0 0 0	WEST 0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0	0 WU 0 0 0 0	TOTAL 616 529 611 657 591 613 596
PM 4:3 4:4 5:0 5:1 5:3 5:4 6:0	00 PM 55 PM 10 PM 5 PM 10 PM	1 NL 29 19 31 29 23 35	0.92 NORTH 2 NT 232 227 239 253 214 224	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 1 1 3 3 2 1	0 SL 0 0 0	0.95 SOUTHI 2 ST 295 231 276 307 284 283	BOUND 0 SR 14 14 28 26 20 14	0 SU 0 0 0 0	1 EL 23 16 19 23 24 24	0.89 0 ET 0 0 0 0	OUND 1 ER 20 17 15 15 22 24	0 EU 2 4 0 1 2 5	0 WL 0 0 0	WEST 0 WT 0 0 0	0 WR 0 0 0 0	0 WU 0 0 0	TOTAL 616 529 611 657 591 613
PM 4:3 4:4 5:0 5:1 5:3 5:4 6:0	60 PM 65 PM 60 PM 60 PM 60 PM 60 PM	1 NL 29 19 31 29 23 35	0.92 NORTH 2 NT 232 227 239 253 214 224 217	23 BOUND 0 NR 0 0 0 0 0	0 NU 1 1 3 3 2 1 0 2	0 SL 0 0 0	0.95 SOUTHI 2 ST 295 231 276 307 284 283 293	30UND 0 SR 14 14 28 26 20 14 28	0 SU 0 0 0 0 0	1 EL 23 16 19 23 24 24 24 23	0.89 EASTB 0 ET 0 0 0 0 0	OUND 1 ER 20 17 15 15 22 24 18	0 EU 2 4 0 1 2 5	0 WL 0 0 0 0	WEST 0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0	0 WU 0 0 0 0	TOTAL 616 529 611 657 591 613 596
PM 4:3 4:4 5:0 5:1 5:3 5:4 6:0	60 PM 15 PM 10 PM 5 PM 10 PM 15 PM 10 PM 15 PM	1 NL 29 19 31 29 23 35 14	0.92 NORTH 2 NT 232 227 239 253 214 224 217 190	23 BOUND 0 NR 0 0 0 0 0 0	0 NU 1 1 3 3 2 1	0 SL 0 0 0 0 0 0	0.95 SOUTHI 2 ST 295 231 276 307 284 283 293 286	32 BOUND 0 SR 14 28 26 20 14 28 34	0 SU 0 0 0 0 0 0 0	1 EL 23 16 19 23 24 24 24 23 9	0.89 EASTB 0 ET 0 0 0 0 0 0 0	OUND 1 ER 20 17 15 15 22 24 18 21	0 EU 2 4 0 1 2 5 3 5	0 WL 0 0 0 0 0	WEST 0 WT 0 0 0 0 0	0 WR 0 0 0 0 0 0	0 WU 0 0 0 0 0	TOTAL 616 529 611 657 591 613 596 563
PM 4:3 4:4 5:0 5:1 5:3 5:4 6:0 6:1	00 PM 55 PM 00 PM 55 PM 00 PM 55 PM 00 PM 55 PM	1 NL 29 19 31 29 23 35 14 16	0.92 NORTH 2 NT 232 227 239 253 214 224 217 190 NT	23 BOUND O NR O O O O O NR NR NR NR	0 NU 1 1 3 3 2 1 0 2	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.95 SOUTHI 2 ST 295 231 276 307 284 283 293 286	BOUND 0 SR 14 14 28 26 20 14 28 34 SR	0 SU 0 0 0 0 0 0 0 0 0 0	1 EL 23 16 19 23 24 24 24 23 9	0.89 EASTB 0 ET 0 0 0 0 0 0	OUND 1 ER 20 17 15 15 22 24 18 21 ER	0 EU 2 4 0 1 2 5 3 5	0 WL 0 0 0 0 0 0 0	WEST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TBOUND 0 WR 0 0 0 0 0 0 0 0 0 WR	0 WU 0 0 0 0 0 0 0	TOTAL 616 529 611 657 591 613 596 563 TOTAL 4776
PM 4:3 4:4 5:0 5:1 5:3 6:0 6:1	00 PM 5 PM 00 PM 5 PM 00 PM 5 PM 00 PM 5 PM	1 NL 29 19 31 29 23 35 14 16 NL 196 9.78%	0.92 NORTH 2 NT 232 227 239 253 214 217 190 NT 1796 89.58% 05:00 PM -	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 1 1 3 3 2 1 0 2 NU 13 0.65%	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.95 SOUTHI 2 ST 295 231 276 307 284 283 293 286 ST 2255 92.57%	30UND 0 SR 14 14 28 26 20 14 28 34 SR 178	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 23 16 19 23 24 24 23 9	0.89 EASTB 0 0 ET 0 0 0 0 0 0 0 ET 0 0 0 0 0 0 0 0	OUND 1 ER 20 17 15 15 22 24 18 21 ER 25 45.37%	0 EU 2 4 0 1 1 2 5 3 5	0 WL 0 0 0 0 0 0 0	WEST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TBOUND 0 WR 0 0 0 0 0 0 0 0 0 WR	0 WU 0 0 0 0 0 0 0	TOTAL 616 529 611 657 591 613 596 563 TOTAL 4776
PM 4:3 4:4 5:0 5:1 5:3 6:4 6:0 6:1 TOTAL VOLUM APPROACH S PEAK PEAK HEV	60 PM 5 PM 10 PM 5 PM 60 PM 15 PM 10 PM 5 PM	1 NL 29 19 31 29 23 35 14 16 NL 196 9.78%	0.92 NORTH 2 NT 232 227 239 253 214 224 217 190 NT 1796 89.58% 05:00 PM 930	BOUND 0 NR 0 0 0 0 NR 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 1 1 3 3 2 1 0 2 NU 13 0.65%	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.95 SOUTHI 2 ST 295 231 276 307 284 283 293 286 ST 2255 92.57%	30UND 0 SR 14 14 28 26 20 14 28 34 SR 178 7.31%	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 23 16 19 23 24 24 24 23 9 EL 161 48.06%	0.89 0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 1 ER 20 17 15 15 22 24 18 21 ER 152 45.37%	0 EU 2 4 0 1 2 5 3 5 EU 22 6.57%	0 WL 0 0 0 0 0 0 0 0	WESTI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FBOUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0	TOTAL 616 529 611 657 591 613 596 563 TOTAL 4776
PM 4:3 4:4 5:0 5:1 5:3 5:4 6:0 6:1 TOTAL VOLUM APPROACH 9 PEAK	60 PM 5 PM 10 PM 5 PM 60 PM 15 PM 10 PM 5 PM	1 NL 29 19 31 29 23 35 14 16 NL 196 9.78%	0.92 NORTH 2 NT 232 227 239 253 214 217 190 NT 1796 89.58% 05:00 PM -	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 1 1 3 3 2 1 0 2 NU 13 0.65%	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.95 SOUTHI 2 ST 295 231 276 307 284 283 293 286 ST 2255 92.57%	30UND 0 SR 14 14 28 26 20 14 28 34 SR 178 7.31%	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 23 16 19 23 24 24 24 23 9 EL 161 48.06%	0.89 EASTB 0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 1 ER 20 17 15 15 15 22 24 18 21 ER 152 45.37% 76 0.792	0 EU 2 4 0 1 2 5 3 5 EU 22 6.57%	0 WL 0 0 0 0 0 0 0	WEST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TBOUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0	TOTAL 616 529 611 657 591 613 596 563 TOTAL 4776

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

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

								Data -									
NS/EW Streets:		Fry I	Rd			Fry I	Rd		Higland C	reek Ranch	Dr/Arbor C	reek Dr	Higland C	reek Ranch	Dr/Arbor C	reek Dr	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	1	2	0	0	1	2	0	0	0	2	0	0	0	2	0	0	
7 (17)	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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	-i	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	Á	237	8	0	14	270	3	0	7	4	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
0.13 AW	4	220	17	U	27	100			4	U	3	U	34	U	43	0	333
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	35	1950	98	0	96	1795	26	0	63	6	74	0	196	0	124	0	4463
APPROACH % 's :	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 :		7:00 AM -	MA 00:80														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
		0.87	72			0.95	55	•		0.76	59			0.96	52		0.925
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	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	TOTAL
4:30 PM	9	250	33	0	14	289	8	0	4	0	10	1	31	1	11	0	661
4:45 PM	9	258	20	0	24	285	5	1	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
											9					0	
6:00 PM	9	206	22	0	10	273	9	0	2	0	9	0	13	- 1	8	U	562
6:00 PM 6:15 PM	9 11	206 210	22 26	0	10 7	273 293	9 5	0	2 7	1	2	0	13 12	1	8 7	0	562 582
	11	210	26	0	7	293	5	0	7	1	2	0	12	•	7	0	582
6:15 PM	11 NL	210 NT	26 NR	0 NU	7 SL	293 ST	5 SR	0 SU	7 EL	1 ET	2 ER	0 EU	12 WL	WT	7 WR	0 WU	582 TOTAL
6:15 PM TOTAL VOLUMES :	11 NL 68	210 NT 1866	26 NR 215	NU 0	7 SL 109	293 ST 2330	5 SR 45	O SU 2	7 EL 37	ET 4	2 ER 51	O EU 1	12 WL 138	WT 6	7 WR 75	WU 0	582
6:15 PM TOTAL VOLUMES : APPROACH %'s :	11 NL 68 3.16%	NT 1866 86.83%	NR 215 10.00%	0 NU	7 SL	293 ST	5 SR	0 SU	7 EL	1 ET	2 ER	0 EU	12 WL	WT	7 WR	0 WU	582 TOTAL 4947
6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR:	NL 68 3.16%	NT 1866 86.83% 04:30 PM -	NR 215 10.00% 05:30 PM	NU 0	7 SL 109	293 ST 2330	5 SR 45	O SU 2	7 EL 37	ET 4	2 ER 51	O EU 1	12 WL 138	WT 6	7 WR 75	WU 0	582 TOTAL
6:15 PM TOTAL VOLUMES : APPROACH %'s :	11 NL 68 3.16%	NT 1866 86.83%	NR 215 10.00%	NU 0	7 SL 109	293 ST 2330	5 SR 45	O SU 2	7 EL 37	ET 4	2 ER 51	O EU 1	12 WL 138	WT 6	7 WR 75	WU 0	582 TOTAL 4947
6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR:	NL 68 3.16%	NT 1866 86.83% 04:30 PM -	NR 215 10.00% 05:30 PM	0 NU 0 0.00%	7 SL 109 4.38%	293 ST 2330 93.72%	5 SR 45 1.81%	0 SU 2 0.08%	7 EL 37 39.78%	1 ET 4 4.30%	ER 51 54.84%	0 EU 1 1.08%	12 WL 138 63.01%	WT 6 2.74%	7 WR 75 34.25%	0 WU 0 0.00%	TOTAL 4947

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

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

								Julia	Totals								
NS/EW Streets:		Fry	Rd			Fry F	Rd		Stockton	Falls Dr/Lak	e Stockton	Falls Dr	Stockton	Falls Dr/Lak	e Stockton	Falls Dr	
		NORTH	BOUND			SOUTHE	BOUND			EASTB	OUND			WESTE	BOUND		
AM	1	2	0	0	1	2	0	0	0	2	0	0	0	2	0	0	
7	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	77	1619	29	7	32	2004	47	0	148	25	211	1	80	20	106	1	4407
APPROACH %'s:	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 -															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	
				0.117	0.717			0.000	0.773			0.000	0.515			0.230	0.972
		0.9		0.117	0.717	0.773		0.000	0.773	0.383		0.000	0.515	0.505		0.230	0.972
		0.9	33	0.117	0.717	0.96	7	0.000	0.773	0.86	53	0.000	0.313	0.73	30	0.230	0.972
		0.9	BOUND			0.96 SOUTHE	30UND			0.86 EASTB	63 OUND			0.73	30 BOUND		0.972
PM	1	0.9 NORTH	BOUND 0	0	1	SOUTHE 2	BOUND 0	0	0	EASTB 2	OUND 0	0	0	WESTE 2	BOUND 0	0	
PM	1 NL	0.9 NORTH 2 NT	BOUND 0 NR	0 NU	1 SL	SOUTHE 2 ST	BOUND 0 SR	0 SU	O EL	EASTB 2 ET	OUND 0 ER	0 EU	0 WL	0.73 WESTE 2 WT	BOUND 0 WR	0 WU	TOTAL
PM 4:30 PM	1 NL 26	0.9 NORTH 2 NT 232	BOUND 0 NR 9	O NU O	1 SL 10	0.96 SOUTHE 2 ST 275	80UND 0 SR 17	0 SU 1	0 EL 14	EASTB 2 ET 5	63 OUND 0 ER 31	0 EU 0	0 WL 9	0.73 WESTE 2 WT 4	30 BOUND 0 WR 17	0 WU 0	TOTAL 650
PM 4:30 PM 4:45 PM	1 NL 26 18	0.9. NORTH 2 NT 232 276	BOUND 0 NR 9 7	0 NU 0 6	1 SL 10 8	0.96 SOUTHE 2 ST 275 283	80UND 0 SR 17 20	0 SU 1 0	0 EL 14 17	0.86 EASTB 2 ET 5 6	63 COUND 0 ER 31 28	0 EU 0 0	0 WL 9 3	0.73 WESTE 2 WT 4 5	30 BOUND 0 WR 17 13	0 WU 0 0	TOTAL 650 690
PM 4:30 PM 4:45 PM 5:00 PM	1 NL 26 18	0.9. NORTH 2 NT 232 276 244	BOUND 0 NR 9 7	0 NU 0 6	1 SL 10 8	0.96 SOUTHE 2 ST 275 283 273	80UND 0 SR 17 20	0 SU 1 0	0 EL 14 17	0.86 EASTB 2 ET 5 6	63 COUND 0 ER 31 28 22	0 EU 0 0	0 WL 9 3 15	0.73 WESTE 2 WT 4 5	BOUND 0 WR 17 13	0 WU 0 0	TOTAL 650 690 658
PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	1 NL 26 18 22 25	0.9. NORTH 2 NT 232 276 244 218	BOUND 0 NR 9 7 10	0 NU 0 6 2 0	1 SL 10 8 10	0.96 SOUTHE 2 ST 275 283 273 288	80UND 0 SR 17 20 11 8	0 SU 1 0	0 EL 14 17 12	0.86 EASTB 2 ET 5 6 9 5	OUND 0 ER 31 28 22 25	0 EU 0 0	0 WL 9 3	0.73 WESTE 2 WT 4 5 10 5	30 BOUND 0 WR 17 13 18 16	0 WU 0 0	TOTAL 650 690 658 632
PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	1 NL 26 18 22 25 24	0.9 NORTH 2 NT 232 276 244 218 254	BOUND 0 NR 9 7 10 12 11	0 NU 0 6 2 0	1 SL 10 8 10 11 4	0.96 SOUTHE 2 ST 275 283 273 288 280	80UND 0 SR 17 20 11 8 12	0 SU 1 0 0	0 EL 14 17 12 15	0.86 EASTB 2 ET 5 6	OUND 0 ER 31 28 22 25 31	0 EU 0 0	0 WL 9 3 15 4	0.73 WESTE 2 WT 4 5 10 5 10	300 300 300 00 WR 17 13 18 16 16	0 WU 0 0 0	TOTAL 650 690 658 632 668
PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	1 NL 26 18 22 25 24 21	0.9. NORTH 2 NT 232 276 244 218 254 243	BOUND 0 NR 9 7 10 12 11 4	0 NU 0 6 2 0 0	1 SL 10 8 10 11 4	0.96 SOUTHE 2 ST 275 283 273 288 280 283	30UND 0 SR 17 20 11 8 12 13	0 SU 1 0 0 0	0 EL 14 17 12 15 14	0.86 EASTB 2 ET 5 6 9 5 8 4	OUND O ER 31 28 22 25 31 15	0 EU 0 0 0 0	0 WL 9 3 15 4 4 8	0.73 WESTE 2 WT 4 5 10 5 10 6	30 BOUND 0 WR 17 13 18 16 16 9	0 WU 0 0 0	TOTAL 650 690 658 632 668 629
PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	1 NL 26 18 22 25 24 21 25	0.9. NORTH 2 NT 232 276 244 218 254 243 215	BOUND 0 NR 9 7 10 12 11 4 11	0 NU 0 6 2 0 0 1	1 SL 10 8 10 11 4 9	0.96 SOUTHE 2 ST 275 283 273 288 280 283 255	80UND 0 SR 17 20 11 8 12 13 8	0 SU 1 0 0 0 0 0	0 EL 14 17 12 15 14 12	0.86 EASTB 2 ET 5 6 9 5 8 4	OUND O ER 31 28 22 25 31 15 20	0 EU 0 0 0 0 0	0 WL 9 3 15 4 4 8 5	0.73 WESTE 2 WT 4 5 10 5 10 6 7	30 BOUND 0 WR 17 13 18 16 16 9 14	0 WU 0 0 0	TOTAL 650 690 658 632 668 629 584
PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	1 NL 26 18 22 25 24 21	0.9. NORTH 2 NT 232 276 244 218 254 243	BOUND 0 NR 9 7 10 12 11 4	0 NU 0 6 2 0 0	1 SL 10 8 10 11 4	0.96 SOUTHE 2 ST 275 283 273 288 280 283	30UND 0 SR 17 20 11 8 12 13	0 SU 1 0 0 0	0 EL 14 17 12 15 14	0.86 EASTB 2 ET 5 6 9 5 8 4	OUND O ER 31 28 22 25 31 15	0 EU 0 0 0 0	0 WL 9 3 15 4 4 8	0.73 WESTE 2 WT 4 5 10 5 10 6	30 BOUND 0 WR 17 13 18 16 16 9	0 WU 0 0 0	TOTAL 650 690 658 632 668 629
PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	1 NL 26 18 22 25 24 21 25 21	0.9 NORTH 2 NT 232 276 244 218 254 243 215 230	BOUND 0 NR 9 7 10 12 11 4 11 9	0 NU 0 6 2 0 0 1 1	1 SL 10 8 10 11 4 9 8	0.96 SOUTHE 2 ST 275 283 273 288 280 283 255 261	80UND 0 SR 17 20 11 8 12 13 8 7	0 SU 1 0 0 0 0 0	0 EL 14 17 12 15 14 12 11	0.86 EASTB 2 ET 5 6 9 5 8 4 4 9	OUND 0 ER 31 28 22 25 31 15 20 23	0 EU 0 0 0 0 0 0 1	0 WL 9 3 15 4 4 8 5	0.73 WESTE 2 WT 4 5 10 5 10 6 7 5	300 0 WR 17 13 18 16 16 9 14 7	0 WU 0 0 0 0 0	TOTAL 650 690 658 632 668 629 584 588
PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:45 PM 6:00 PM 6:15 PM	1 NL 26 18 22 25 24 21 25 21	0.9 NORTH 2 NT 232 276 244 218 254 243 215 230 NT	BOUND 0 NR 9 7 10 12 11 4 11 9 NR	0 NU 0 6 2 0 0 1 1 0	1 SL 10 8 10 11 4 9 8 2	0.96 SOUTHE 2 ST 275 283 273 288 280 283 255 261	80UND 0 SR 17 20 11 8 12 13 8 7	0 SU 1 0 0 0 0 0	0 EL 14 17 12 15 14 12 11 11	0.86 EASTB 2 ET 5 6 9 5 8 4 4 9	OUND 0 ER 31 28 22 25 31 15 20 23	0 EU 0 0 0 0 0 1	0 WL 9 3 15 4 4 8 5 3	0.73 WESTE 2 WT 4 5 10 6 7 5	300 300 00 WR 17 13 18 16 16 9 14 7 WR	0 WU 0 0 0 0 0 0 0	TOTAL 650 690 658 632 668 629 584 588
PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM	1 NL 26 18 22 25 24 21 25 21 NL 182	0.9. NORTH 2 NT 232 276 244 218 254 243 215 230 NT 1912	BOUND 0 NR 9 7 10 12 11 4 11 9 NR 7	0 NU 0 6 2 0 1 1 1 0	1 SL 10 8 10 11 4 9 8 2 SL 62	0.96 SOUTHE 2 ST 275 283 273 288 280 283 255 261 ST 2198	30UND 0 SR 17 20 11 8 12 13 8 7 SR 96	0 SU 1 0 0 0 0 0 0 0	0 EL 14 17 12 15 14 12 11 11 11	0.8e EASTB 2 ET 5 6 9 5 8 4 4 9 ET 50	OUND 0 ER 31 28 22 25 31 15 20 23 ER 195	0 EU 0 0 0 0 0 1 0 0	0 WL 9 3 15 4 4 4 8 5 3	0.7: WESTE 2 WT 4 5 10 5 10 6 7 5 WT 52	300 30UND 0 WR 17 13 18 16 16 16 9 14 7 WR 110	0 WU 0 0 0 0 0 0 0	TOTAL 650 690 658 632 668 629 584 588
PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:15 PM 6:15 PM TOTAL VOLUMES: APPROACH %'S:	1 NL 26 18 22 25 24 21 25 21 NL 182 8.36%	0.9 NORTH 2 NT 232 276 244 218 254 243 215 230 NT 1912 87.83%	BOUND 0 NR 9 7 10 12 11 4 11 9 NR 73 3.35%	0 NU 0 6 2 0 0 1 1 0	1 SL 10 8 10 11 4 9 8 2	0.96 SOUTHE 2 ST 275 283 273 288 280 283 255 261	80UND 0 SR 17 20 11 8 12 13 8 7	0 SU 1 0 0 0 0 0 0	0 EL 14 17 12 15 14 12 11 11	0.86 EASTB 2 ET 5 6 9 5 8 4 4 9	OUND 0 ER 31 28 22 25 31 15 20 23	0 EU 0 0 0 0 0 1	0 WL 9 3 15 4 4 8 5 3	0.73 WESTE 2 WT 4 5 10 6 7 5	300 300 00 WR 17 13 18 16 16 9 14 7 WR	0 WU 0 0 0 0 0 0 0	TOTAL 650 690 658 632 668 629 584 588 TOTAL 5099
PIM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH % 5:	1 NL 26 18 22 25 24 21 25 21 NL 182 8.36%	0.9. NORTH 2 NT 232 276 244 218 254 243 215 230 NT 1912 87.83% 04:45 PM -	BOUND 0 NR 9 7 10 12 11 4 11 9 NR 73 3.35%	0 NU 0 6 2 0 0 1 1 0 NU 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0	1 SL 10 8 10 11 4 9 8 2 SL 62 2.63%	0.96 SOUTHE 2 ST 275 283 273 288 280 283 255 261 ST 2198 93.25%	30UND 0 SR 17 20 11 8 12 13 13 8 7	0 SU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 14 17 12 15 14 12 11 11 11 EL 106 30.11%	0.86 EASTB 2 ET 5 6 9 5 8 4 4 9 ET 50 14.20%	63 OUND 0 ER 31 28 22 25 31 15 20 23 ER 195 55.40%	0 EU 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 9 3 15 4 4 8 5 3 WL 51 23.94%	0.7: WESTE 2 WT 4 5 10 5 10 6 7 5 WT 52 24.41%	330 330 0 WR 17 13 18 16 16 16 9 14 7 WR 110 51.64%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 650 690 658 632 668 629 584 588 TOTAL 5099
PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:15 PM 6:15 PM TOTAL VOLUMES: APPROACH %'S:	1 NL 26 18 22 25 24 21 25 21 NL 182 8.36%	0.9 NORTH 2 NT 232 276 244 218 254 243 215 230 NT 1912 87.83%	BOUND 0 NR 9 7 10 12 11 4 11 9 NR 73 3.35%	0 NU 0 6 2 0 1 1 1 0	1 SL 10 8 10 11 4 9 8 2 SL 62	0.96 SOUTHE 2 ST 275 283 273 288 280 283 255 261 ST 2198	30UND 0 SR 17 20 11 8 12 13 8 7 SR 96	0 SU 1 0 0 0 0 0 0 0	0 EL 14 17 12 15 14 12 11 11 11	0.8e EASTB 2 ET 5 6 9 5 8 4 4 9 ET 50	OUND 0 ER 31 28 22 25 31 15 20 23 ER 195	0 EU 0 0 0 0 0 1 0 0	0 WL 9 3 15 4 4 4 8 5 3	0.7: WESTE 2 WT 4 5 10 5 10 6 7 5 WT 52	300 30UND 0 WR 17 13 18 16 16 16 9 14 7 WR 110	0 WU 0 0 0 0 0 0 0	TOTAL 650 690 658 632 668 629 584 588 TOTAL 5099

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

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

D:	at:	a _	To	ıta.	lc

March Marc									Data -	Totals								
ASS	NS/EW Streets:		Fry	Rd			Fry F	₹d			W Little \	ork Rd			W Little \	ork Rd		
No. 1971 No. 1972	0.0.4		NORTH								EASTB	OUND						
## APPARENT NOT COMPANY NOT CO	AM	1									2	0						
Act	6:20 AM	NL 17			NU	SL 40				EL		ER 40						
POON														38				
7.30 AM								10		25					50			
## TOTAL VALUAMS 150		24								30		51						
RECOAM 31 160 42 00 0 57 182 290 0 0 77 3 31 0 80 6 33 38 0 84 0 84 8 8 8 8 8 8 8 8 8 8 8 8 8 8																		
8-18 AM 22 1929 41 0 48 1888 22 0 0 01 1100 24 0 0 40 51 50 00 0 824 88 88 92 0 0 01 1100 24 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																		
8-30 AM																		
9-00 AM 10 20 107 30 1 0 30 1 124 224 1 1 35 146 18 10 0 30 48 30 0 0 34 27 441 0 574 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8:30 AM		147	35	1	43	151	26	0	50	74		0		36	57	0	
9-15 AM 20 107 30 0 30 132 18 8 0 29 66 31 0 35 29 33 1 567 578 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			155			51		12		39								
9-93-0 AM 23 110 31 0 37 141 11 0 23 48 36 0 0 41 22 30 1 555 555 1 1 1 1 1 1																		
9-9-6 AM 16 111 27 0 48 145 14 0 21 56 26 0 0 46 31 33 0 0 574 TOTAL VOLUMES 244 2018 18 75% 0075 19 45% 73 97% 0005 22 229% 52 50 0 75 75 75% 0005 22 29 50 50 0 75 75 75 75 75 75 75 75 75 75 75 75 75																		
TOTAL VOLUMES 2048 2048 510 2048 510 2049	9:45 AM	16	111	27	0	48	145	14	0	21	56	26	0	46	31	33	0	574
TOTAL VOLUMES 2048 2048 510 2048 510 2049		NII.	NIT	ND	MILI	e i	ст	CD	CII	FI	CT.	ED	FII	\A/I	WT	WD	\A/I I	TOTAL
APPROACH # No. 101 196 71 101 181 127 20 0 219 182 0 0 0 0 219 182 0 0 0 0 0 0 0 0 0	TOTAL VOLUMES :																	
PEAK HR PEACH PEAK HR PEAC	APPROACH %'s:				0.07%	19.45%	72.90%		0.06%		52.06%	25.65%	0.00%	40.30%	28.55%	31.04%	0.11%	
NOON																		
NOON																		
NOON NORTHBOUND 1	PEAK HR FACTOR :	0.944			0.000	0.928			0.250	0.750			0.000	0.885		70	0.000	0.975
NOON N. NT																		
TOTAL No. No. No. No. No. No. No. St. ST. SR. SU EL ET ER EU WIL WIT WIR WU TOTAL	NOON				_				_				_				_	
10.00 AM	NOON						_				-							TOTAL
10.15 AM	10:00 AM						106				44							
10.45 AM 13 119 24 0 53 154 12 1 33 52 19 0 44 32 48 0 604	10:15 AM						113				49							
11.10 AM																		
11:15 AM 11 1 123																		
11:30 AM 22 102 23 0 49 132 177 0 34 56 24 0 34 44 39 0 593 11:45 AM 31 1147 38 0 49 132 177 0 23 50 24 0 42 43 39 0 593 11:45 AM 31 147 38 0 49 132 177 0 23 50 24 0 42 43 39 0 1 627 12:10 PM 42 112 18 22 128 29 0 54 137 20 1 26 43 30 0 47 53 38 1 1 631 12:10 PM 42 12 12 12 12 12 12 12 12 12 12 12 12 12																		
12:00 PM 222 128 29		22		23		43				34	56	24		34				
12:15 PM 42 121 36 1 51 137 22 0 45 74 28 0 37 47 49 1 691 12:35 PM 30 158 17 1 50 1123 10 0 33 51 23 0 56 54 66 0 672 11:05 PM 29 129 32 0 48 10 69 25 0 27 43 20 0 51 53 41 0 667 11:15 PM 23 137 20 1 57 144 11 0 50 64 33 0 51 46 49 0 686 11:30 PM 38 166 39 0 40 153 15 0 25 0 0 25 0 41 33 0 51 46 49 0 686 11:30 PM 38 166 39 0 40 153 15 0 25 0 0 25 0 0 40 33 0 51 46 49 0 686 11:30 PM 38 166 39 0 40 153 15 0 25 0 0 25 0 0 40 33 0 51 46 49 0 686 11:30 PM 38 166 39 0 40 153 15 0 0 25 0 0 36 55 1 1 5 47 55 1 679 TOTAL VOLUMES: 400 2021 424 8 779 2261 263 3 3 51 861 417 2 779 706 737 4 10126 PEAK HR PACTOR: 0770 0806 0731 0250 0 842 0870 0.710 0.000 0 690 0867 0.789 0 0.991 0 50 0.941 0.829 0.999 0.250 0.941 PPM 18 NORTHBOUND 0 0 1																		
12:30 PM 37 132 21 2 61 177 26 0 27 64 24 0 54 43 52 0 720		12						20		26 45	43 74	30 28		4 / 3 7	53 47			631 601
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1:15 PM 23 137 20 1 1 57 144 111 0 550 64 33 0 51 46 49 0 686 133 15:0 PM 38 166 39 0 40 153 15:0 25 60 29 0 50 63 55 073 31:145 PM 27 103 23 0 47 188 20 0 36 55 21 1 55 63 55 0 733 1:45 PM 27 168 27 103 23 0 47 188 20 0 0 36 55 21 1 55 47 55 1 679 1 6					1					33		23			54			
1:30 PM 38 166 39 0 0 40 153 15 0 25 60 29 0 50 63 55 0 733 1 1:45 PM 27 103 23 0 47 188 20 0 36 55 21 1 55 47 55 1 679 1 679 1 1 20 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1																		
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APPRIOLITION St. 14.00 20.21 4.24 8 779 2261 263 363 511 861 417 2 27.289 0.119 33.599 32.449 33.878 0.189																		
APPRIOLITION St. 14.00 20.21 4.24 8 779 2261 263 363 511 861 417 2 27.289 0.119 33.599 32.449 33.878 0.189																		
PEAK HR. 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% 7.96% 0.09% 28.53% 48.07% 23.28% 0.11% 33.50% 32.44% 33.87% 0.18% 7.96% 0.09% 0.00	TOTAL VOLUMES :																	
PEAK HR VOL. 177 535 114 1 192 654 71 0 0 138 222 103 1 207 209 200 1 2765 0,943 0,978 0,789 0,879 0,789 0,879 0,710 0,000 0,690 0,867 0,789 0,250 0,941 0,829 0,909 0,250 0,943 0,918	APPROACH %'s:	14.02%	70.84%	14.86%		23.56%												
PIM									_									
PM																		
PIV 1 2 0 0 1 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 0	T EXILTING TOTAL	0.770			0.200	0.012			0.000	0.070			0.200	0.711	0.9	18	0.200	0.943
PIV 1 2 0 0 1 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 1 2 0 0 0 0		1																
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2:30 PM										28		29		52		56		
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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 78 52 0 809 3:45 PM 39 176 25 0 58 167 28 0 45 88 23 0 57 68 75 2 851 4:10 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 9 75 33 0 952 4:45 PM 35 162 19 0 58 229 25 0 68 95 36 0 51 79 61 0 918 5:15 PM 40 189 28 1 63 179 25 0 41 78 27 0 66 88 55 36 0 51 79 61 0 918 5:15 PM 41 154 29 0 73 212 29 0 48 80 31 0 63 91 47 0 918 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 80 31 0 66 99 60 0 863 6:15 PM 30 128 35 1 69 174 41 0 29 57 37 80 31 0 66 99 60 0 863 6:15 PM 42 158 41 0 62 169 17 1 37 80 31 0 66 99 60 0 863 6:15 PM 42 158 41 0 62 169 17 1 37 80 31 0 66 99 60 0 863 6:15 PM 42 158 41 0 62 169 17 1 37 80 31 0 66 99 60 0 863 6:15 PM 42 158 41 0 62 169 17 1 37 80 31 0 66 99 60 0 863 6:15 PM 42 158 41 0 62 169 17 1 37 80 31 0 66 99 60 0 863 6:15 PM 42 158 41 0 62 169 17 1 37 80 31 0 66 99 60 0 863 6:15 PM 44 10 189 29 3 1155 3306 462 2 738 1300 524 1 1066 1387 991 8 1505 PEAK HR: 04:30 PM -05:30 PM																		
3:30 PM	3:00 PM	27	162	27	0	68	194	18	1	44	68	35	0	61	76	58	0	839
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 25 0 66 8 95 36 0 51 79 61 0 918 5:00 PM 41 154 29 0 73 212 29 0 48 80 31 0 63 91 47 0 898 5:30 PM 35 193 23 0 65 235 30 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 62 169 174 41 0 29 57 37 0 35 0 54 83 47 0 914 6:15 PM 30 128 35 1 69 174 41 0 29 57 37 37 0 35 72 49 0 757 NL NT NR NU SL ST SR SU EL ET ER EU WL WT WR WU TOTAL TOTAL VOLUMES: 639 2994 529 3 1155 3306 462 2 738 1300 524 1 1066 1387 991 8 1509 PEAK HR FACTOR: 04:30 PM -05:30 PM PEAK HR VOL: 163 678 111 1 254 816 106 0 219 551 119 0 259 355 214 0 3646 20 2 787 100 20 20 20 20 20 20 20 20 20 20 20 20 2																		
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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 5:50 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 59 110 54 22 909 5:45 PM 35 193 23 0 65 235 30 0 37 77 35 0 54 83 47 0 914 6:15 PM 30 128 35 1 69 174 41 0 0 29 57 37 0 35 0 54 83 47 0 914 6:15 PM 30 128 35 1 69 174 41 0 0 29 57 37 0 35 0 35 72 49 0 757 0 0 66 863 PM 36 115 0 64 1387 991 88 15105 PM 30 128 35 1 69 174 41 0 0 29 57 37 0 35 0 35 72 49 0 757 0 757 0 10 10 10 10 10 10 10 10 10 10 10 10 1						74					58							
4:45 PM	4:15 PM	28	147	25	0	79	198	14	0	42	97	41	1	60	88	71	0	891
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6:15 PM 30 128 35 1 69 174 41 0 29 57 37 0 35 72 49 0 757 NL NT NR NU SL ST SR SU EL ET ER EU WL WT WR WU TOTAL TOTAL VOLUMES 639 2994 529 3 1155 3306 462 2 738 1300 524 1 1066 1387 991 8 15105 APPROACH 96'S: 1.54% 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: 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	4:45 PM 5:00 PM 5:15 PM 5:30 PM	35 40 41 35	189 154 195	28 29 22	0	73 62	191											
NL	4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	35 40 41 35 35	189 154 195 193	28 29 22 23	0 0	73 62 65	191 235	30	0	37	77	35	0	54	83	47	0	914
TOTAL VOLUMES: 639 2994 529 3 1155 3306 462 2 738 1300 524 1 1066 1387 991 8 15105 APPROACH 96's: 15.349 71.8896 12.70% 0.079 23.45% 67.13% 9.389 0.04% 28.79% 50.72% 20.44% 0.04% 30.88% 40.18% 28.71% 0.23% TOTAL PEAK HR: VOL: 163 678 111 1 254 816 106 0 219 351 119 0 259 355 214 0 3646 PEAK HR: PACTOR: 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	4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 5:45 PM 6:00 PM	35 40 41 35 35 42	189 154 195 193 158	28 29 22 23 41	0 0 0	73 62 65 62	191 235 169	30 17	<u>0</u> 1	37 37	77 80	35 31	0	54 66	83 99	47 60	0	914 863
APPROACH %'s: 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 - 05:30 PM - 11 1 254 816 106 0 219 351 119 0 259 355 214 0 3646 PEAK HR FACTOR: 0.887 0.897 0.793 0.250 0.870 0.891 0.914 0.000 0.805 0.895 0.895 0.826 0.000 0.820 0.915 0.877 0.000 0.877	4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 5:45 PM 6:00 PM	35 40 41 35 35 42 30	189 154 195 193 158 128	28 29 22 23 41 35	0 0 0 0	73 62 65 62 69	191 235 169 174	30 17 41	0 1 0	37 37 29	77 80 57	35 31 37	0 0 0	54 66 35	83 99 72	47 60 49	0 0 0	914 863 757
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 0.891 0.914 0.000 0.805 0.895 0.826 0.000 0.820 0.915 0.877 0.000	4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	35 40 41 35 35 42 30 NL	189 154 195 193 158 128	28 29 22 23 41 35	0 0 0 0 1	73 62 65 62 69	191 235 169 174	30 17 41 SR	0 1 0	37 37 29	77 80 57 ET	35 31 37 ER	0 0 0	54 66 35 WL	83 99 72 WT	47 60 49 WR	0 0 0	914 863 757
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	4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	35 40 41 35 35 42 30 NL 639	189 154 195 193 158 128 NT 2994	28 29 22 23 41 35 NR 529	0 0 0 0 1	73 62 65 62 69 SL 1155	191 235 169 174 ST 3306	30 17 41 SR 462	0 1 0 SU 2	37 37 29 EL 738	77 80 57 ET 1300	35 31 37 ER 524	0 0 0 EU 1	54 66 35 WL 1066	83 99 72 WT 1387	47 60 49 WR 991	0 0 0 WU 8	914 863 757
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 0.957	4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 6:00 PM 6:15 PM TOTAL VOLUMES : APPROACH %'s:	35 40 41 35 35 42 30 NL 639	189 154 195 193 158 128 NT 2994 71.88%	28 29 22 23 41 35 NR 529 12.70%	0 0 0 0 1	73 62 65 62 69 SL 1155	191 235 169 174 ST 3306	30 17 41 SR 462	0 1 0 SU 2	37 37 29 EL 738	77 80 57 ET 1300	35 31 37 ER 524	0 0 0 EU 1	54 66 35 WL 1066	83 99 72 WT 1387	47 60 49 WR 991	0 0 0 WU 8	914 863 757 TOTAL 15105
0.923 0.936 0.866 0.904	4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR'30	35 40 41 35 35 42 30 NL 639 15.34%	189 154 195 193 158 128 NT 2994 71.88% 04:30 PM -	28 29 22 23 41 35 NR 529 12.70% 05:30 PM	0 0 0 0 1 NU 3 0.07%	73 62 65 62 69 SL 1155 23.45%	191 235 169 174 ST 3306 67.13%	30 17 41 SR 462 9.38%	0 1 0 SU 2 0.04%	37 37 29 EL 738 28.79%	77 80 57 ET 1300 50.72%	35 31 37 ER 524 20.44%	0 0 0 EU 1 0.04%	54 66 35 WL 1066 30.88%	83 99 72 WT 1387 40.18%	47 60 49 WR 991 28.71%	0 0 0 WU 8 0.23%	914 863 757 TOTAL 15105
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Location: Fry Rd & Plantation Grove Tr City: Katy Control: Signalized

Data - Totals

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

								Data -	Totals								
NS/EW Streets:		Fry I	Rd			Fry I	Rd			Plantation	Grove Tr			Plantation	Grove Tr		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	1	2	0	0	1	2	0	0	0	1	0	0	0	1	1	0	
7	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
									_								
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	1888	170	0	46	2463	5	3	1	0	3	0	143	1	47	0	4774
APPROACH %'s:	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%	mom.
PEAK HR :		07:00 AM -			00	4050							0.4		00		TOTAL
PEAK HR VOL : PEAK HR FACTOR :	1 0.250	962 0.936	101 0.815	0.000	22 0.611	1352 0.918	2 0.500	0.000	1 0.250	0 0.000	3 0.375	0.000	86 0.796	1 0.250	20 0.625	0.000	2551
PEAK HR FACTOR :	0.250	0.936	0.815		0.611												
		0.01						0.000	0.230			0.000	0.770			0.000	0.959
		0.92				0.92		0.000	0.230	0.50		0.000	0.770	0.83		0.000	0.959
			24			0.92	20	0.000	0.230	0.50	00	0.000	0.770	0.83	36	0.000	0.959
PM	1	NORTH	BOUND	0	1	0.92 SOUTH	BOUND				OUND				36 SOUND		0.959
PM	1 NI	NORTH 2	BOUND 0	O NII	1 51	SOUTHI 2	BOUND 0	0	0	0.50 EASTB	OUND 0	0	0	0.83 WESTE	BOUND 1	0	
PM 4:30 PM	1 NL 0	NORTH	BOUND	0 NU 0	1 SL 15	SOUTHI 2 ST	BOUND	0 SU		0.50 EASTB	OUND			0.83 WESTE	36 SOUND		0.959 TOTAL 710
	NL	NORTHI 2 NT	BOUND 0 NR	NU	SL	SOUTHI 2	BOUND 0 SR	0	0	0.50 EASTB 1 ET	OUND 0 ER	0 EU	0 WL	0.83 WESTE 1 WT	BOUND 1 WR	0 WU	TOTAL
4:30 PM	NL 0	NORTHI 2 NT 278	BOUND 0 NR 55	NU 0	SL 15	0.92 SOUTHI 2 ST 312	BOUND 0 SR 2	0 SU 2	0 EL 1	0.50 EASTB 1 ET 0	OUND 0 ER 0	0 EU 0	0 WL 36	0.83 WESTE 1 WT 0	36 BOUND 1 WR 9 13	0 WU 0	TOTAL 710
4:30 PM 4:45 PM	NL 0 0	NORTH 2 NT 278 261	BOUND 0 NR 55 44	NU 0 0	SL 15 23	0.92 SOUTHI 2 ST 312 298	BOUND 0 SR 2 0	0 SU 2 0	0 EL 1 0	0.50 EASTB 1 ET 0	OUND 0 ER 0 2	0 EU 0 0	0 WL 36 35	0.83 WESTE 1 WT 0 0	BOUND 1 WR 9	0 WU 0 0	TOTAL 710 676
4:30 PM 4:45 PM 5:00 PM	NL 0 0	NORTH 2 NT 278 261 276	BOUND 0 NR 55 44 50	NU 0 0	SL 15 23 14	0.92 SOUTHI 2 ST 312 298 294	BOUND 0 SR 2 0	0 SU 2 0	0 EL 1 0	0.50 EASTB 1 ET 0 0	OUND 0 ER 0 2	0 EU 0 0	0 WL 36 35 33	0.83 WESTE 1 WT 0 0	36 BOUND 1 WR 9 13	0 WU 0 0	TOTAL 710 676 689
4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 1	NORTH 2 NT 278 261 276 264	BOUND 0 NR 55 44 50 47 43 35	NU 0 0 0	SL 15 23 14 11	0.92 SOUTHI 2 ST 312 298 294 306	BOUND 0 SR 2 0 0 3	0 SU 2 0	0 EL 1 0	0.50 EASTB 1 ET 0 0 1	OUND 0 ER 0 2 1 0	0 EU 0 0	0 WL 36 35 33 39	0.83 WESTE 1 WT 0 0 0	36 BOUND 1 WR 9 13 18 20	0 WU 0 0	TOTAL 710 676 689 690
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 0 0 1 0 0	NORTHI 2 NT 278 261 276 264 265	BOUND 0 NR 55 44 50 47 43 35 54	NU 0 0 0 0	SL 15 23 14 11 13	0.92 SOUTHI 2 ST 312 298 294 306 279	BOUND 0 SR 2 0 0 3 2 6 8	0 SU 2 0 1 0	0 EL 1 0 0	0.50 EASTB 1 ET 0 0 1 0	OUND 0 ER 0 2 1 0 1	0 EU 0 0 0	0 WL 36 35 33 39 50	0.83 WESTE 1 WT 0 0 0	36 BOUND 1 WR 9 13 18 20 18 14 16	0 WU 0 0 0	TOTAL 710 676 689 690 675
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 1 0 0	NORTH 2 NT 278 261 276 264 265 272	BOUND 0 NR 55 44 50 47 43 35	NU 0 0 0 0 0 0	SL 15 23 14 11 13 22	0.92 SOUTHI 2 ST 312 298 294 306 279 309	BOUND 0 SR 2 0 0 3 2 6	0 SU 2 0 1 0 1	0 EL 1 0 0 0 3	0.50 EASTB 1 ET 0 0 0	OUND 0 ER 0 2 1 0 1	0 EU 0 0 0	0 WL 36 35 33 39 50 43	0.83 WESTE 1 WT 0 0 0 1	36 BOUND 1 WR 9 13 18 20 18 14	0 WU 0 0 0 0	TOTAL 710 676 689 690 675 703
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 0 0 0 1 0 0 1 1 0 1 1	NORTHI 2 NT 278 261 276 264 265 272 260 276	BOUND 0 NR 55 44 50 47 43 35 54 61	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 23 14 11 13 22 20 20	0.92 SOUTHI 2 ST 312 298 294 306 279 309 260 239	BOUND 0 SR 2 0 0 3 2 6 8 7	0 SU 2 0 1 0 1 0 1 0	0 EL 1 0 0 0 0 3 0	0.50 EASTB 1 ET 0 0 0 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	OUND 0 ER 0 2 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0	0 WL 36 35 33 39 50 43 56 40	0.83 WESTE 1 WT 0 0 0 0 0 1 1 0 2	36 30UND 1 WR 9 13 18 20 18 14 16 25	0 WU 0 0 0 0 0 0	TOTAL 710 676 689 690 675 703 678 674
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:15 PM	NL 0 0 0 1 0 0 1 1 0 0 1 1 NL	NORTHI 2 NT 278 261 276 264 265 272 260 276 NT	BOUND 0 NR 55 44 50 47 43 35 54 61	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 23 14 11 13 22 20 20 SL	0.92 SOUTHI 2 ST 312 298 294 306 279 309 260 239 ST	BOUND 0 SR 2 0 0 3 3 2 6 8 7 SR SR	0 SU 2 0 1 0 1 0 1 0 1 0	0 EL 1 0 0 0 3 0 3 2	0.50 EASTB 1 ET 0 0 0 1 0 0 1 ET ET	OUND OUND OER O 2 1 0 1 0 0 ER ER ER ER ER ER ER	0 EU 0 0 0 0 0 0 0	0 WL 36 35 33 39 50 43 56 40	0.83 WESTE 1 WT 0 0 0 1 0 0 2 WT	36 SOUND 1 WR 9 13 18 20 18 14 16 25	0 WU 0 0 0 0 0 0 0	TOTAL 710 676 689 690 675 703 678 674
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM	NL 0 0 1 0 1 0 1 1 NL 3	NORTHI 2 NT 278 261 276 264 265 272 260 276 NT 2152	BOUND 0 NR 55 44 50 47 43 35 54 61 NR 389	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 23 14 11 13 22 20 20 SL 138	0.92 SOUTHI 2 ST 312 298 294 306 279 309 260 239 ST 2297	BOUND 0 SR 2 0 0 0 3 3 2 6 8 7 SR 28	0 SU 2 0 1 0 1 0 1 0 5 SU 2 0 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	0 EL 1 0 0 0 3 0 3 2 EL 9	0.50 EASTB 1 ET 0 0 0 0 1 0 0 1 ET 2	OUND 0 ER 0 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0	0 WL 36 35 33 39 50 43 56 40 WL 332	0.83 WESTE 1 WT 0 0 0 0 0 0 1 1 0 2 2 WT 3	36 30UND 1 WR 9 13 18 20 18 14 16 25 WR 133	0 WU 0 0 0 0 0 0 0	TOTAL 710 676 689 690 675 703 678 674
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	NL 0 0 1 0 0 1 0 1 NL 3 0.12%	NORTHI 2 NT 278 261 276 264 265 272 260 276 NT 2152 84.59%	BOUND 0 NR 555 44 500 47 43 35 54 61 NR 389 15.29%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 23 14 11 13 22 20 20 SL	0.92 SOUTHI 2 ST 312 298 294 306 279 309 260 239 ST	BOUND 0 SR 2 0 0 3 3 2 6 8 7 SR SR	0 SU 2 0 1 0 1 0 1 0 1 0	0 EL 1 0 0 0 3 0 3 2	0.50 EASTB 1 ET 0 0 0 1 0 0 1 ET ET	OUND OUND OER O 2 1 0 1 0 0 ER ER ER ER ER ER ER	0 EU 0 0 0 0 0 0 0	0 WL 36 35 33 39 50 43 56 40	0.83 WESTE 1 WT 0 0 0 1 0 0 2 WT	36 SOUND 1 WR 9 13 18 20 18 14 16 25	0 WU 0 0 0 0 0 0 0	TOTAL 710 676 689 690 675 703 678 674 TOTAL 5495
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:33 PM 5:345 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	NL 0 0 1 0 0 1 1 0 1 NL 3 0.12%	NORTHI 2 NT 278 261 276 264 265 272 260 276 NT 2152 84.59%	BOUND 0 NR 55 44 50 47 43 35 54 61 NR 389 15.29% 05:30 PM	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 23 14 11 13 22 20 20 20 SL 138 5.59%	0.92 SOUTHI 2 ST 3112 298 294 306 279 309 260 239 ST 2297 93.07%	BOUND 0 SR 2 0 0 3 3 2 6 8 7 SR 28 1.13%	0 SU 2 0 1 0 1 0 1 0 1 0 5 5 0 0 0 1 0 0 0 0 0	0 EL 1 0 0 0 3 3 0 3 2 EL 9 60.00%	0.50 EASTB 1 ET 0 0 0 0 1 0 0 1 ET 2 13.33%	OUND 0 ER 0 2 1 0 0 0 ER 4 26.67%	0 EU 0 0 0 0 0 0 0 0 0	0 WL 36 35 33 39 50 43 56 40 WL 332 70,94%	0.83 WESTE 1 WT 0 0 0 0 0 1 1 0 0 2 2 WT 3 0.64%	336 HOUND 1 WR 9 13 18 20 18 14 16 25 WR 133 28.42%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 710 676 689 690 675 703 678 674 TOTAL 5495
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR'3	NL 0 0 0 1 0 0 1 1 0 1 1 NL 3 0.12%	NORTHI 2 NT 278 261 276 264 265 272 260 276 NT 2152 84.59% 04:30 PM-1079	BOUND O NR 555 44 50 47 43 35 54 61 NR 389 15.29% 05:30 PM	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 23 14 11 13 22 20 20 20 SL 138 5.59%	0.92 SOUTHI 2 ST 312 298 294 306 279 309 260 239 ST 2297 93.07%	BOUND 0 SR 2 0 0 3 2 6 8 7 SR 28 1.13% 5	0 SU 2 0 1 0 1 0 1 0 5 0.20%	0 EL 1 0 0 0 3 0 3 2 EL 9 60.00%	0.50 EASTB 1 ET 0 0 0 1 0 0 0 1 ET 2 13.33%	OUND 0 ER 0 2 1 0 0 0 0 ER 0 4 26.67%	0 EU 0 0 0 0 0 0 0 0 0 0	0 WL 36 35 33 39 50 43 56 40 WL 332 70.94%	0.83 WESTE 1 WT 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	336 360UND 1 WR 9 13 18 20 18 14 16 25 WR 133 28.42%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 710 676 689 690 675 703 678 674 TOTAL 5495
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:33 PM 5:345 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	NL 0 0 1 0 0 1 1 0 1 NL 3 0.12%	NORTHI 2 NT 278 261 276 264 265 272 260 276 NT 2152 84.59%	24 BOUND 0 NR 55 44 50 47 43 35 54 61 NR 389 15.29% 05:30 PM 196 0.891	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 15 23 14 11 13 22 20 20 20 SL 138 5.59%	0.92 SOUTHI 2 ST 3112 298 294 306 279 309 260 239 ST 2297 93.07%	BOUND 0 SR 2 0 0 3 2 6 8 7 SR 28 1.13% 5 0.417	0 SU 2 0 1 0 1 0 1 0 1 0 5 5 0 0 0 1 0 0 0 0 0	0 EL 1 0 0 0 3 3 0 3 2 EL 9 60.00%	0.50 EASTB 1 ET 0 0 0 0 1 0 0 1 ET 2 13.33%	OUND 0 ER 0 2 1 0 0 0 ER 0 4 26.67%	0 EU 0 0 0 0 0 0 0 0 0	0 WL 36 35 33 39 50 43 56 40 WL 332 70,94%	0.83 WESTE 1 WT 0 0 0 0 0 1 1 0 0 2 2 WT 3 0.64%	336 SOUND 1 WR 9 13 18 20 18 14 16 25 WR 133 28.42%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 710 676 689 690 675 703 678 674 TOTAL 5495

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

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

								Data -	Totals								
NS/EW Stree	ets:	Fry	Rd			Fry F	₹d			Coldfie	ld Dr			Coldfie	ld Dr		
		NORTH	IBOUND			SOUTHE	BOUND			EASTB	OUND			WESTB	OUND		
AM	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		217	7	2	4	263	0	0	6	0	4	0	28	0	5	0	541
6:45		262	12	0	3	312	2	0	3	0	10	0	25	0	11	0	642
7:00		265	26	2	8	328	2	0	3	1	4	0	46	0	7	0	697
7:15		265	30	1	4	386	3	0	7	0	4	0	35	0	3	0	742
7:30		227	14	2	16	371	0	1	6	0	1	0	26	0	13	0	682
7:45		268	16	1	13	315	5	0	3	1	4	0	17	1	8	0	657
8:00		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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUM	S: 29	1984	191	9	83	2534	15	1	36	12	36	0	233	3	83	0	5249
APPROACH %	's: 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 I		07:00 AM -	MA 00:80														TOTAL
PEAK HR V	DL: 19	1025	86	6	41	1400	10	1	19	2	13	0	124	1	31	0	2778
PEAK HR FACTO	R: 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
		0.9	147			0.92	24			0.77	73			0.73	36		0.930
			BOUND			0.92 SOUTHE				0.77				0.73 WESTB			0.936
PM	1			0	1			0	1			0	1			0	0.936
PM	1 NL	NORTH 2 NT	IBOUND 0 NR	NU	SL	SOUTHE 2 ST	BOUND 0 SR	SU	EL	EASTB 1 ET	OUND 0 ER	EU	WL	WESTB 1 WT	OUND 0 WR	WU	TOTAL
4:30	PM 8	NORTH 2 NT 330	BOUND 0 NR 39	NU 1	SL 19	SOUTHE 2 ST 316	BOUND 0 SR 4	SU 1	EL 7	EASTB 1 ET 2	OUND 0 ER 4	EU 0	WL 54	WESTB 1 WT 6	OUND 0 WR 32	WU 0	TOTAL 823
4:30 4:45	PM 8 PM 19	NORTH 2 NT 330 300	BOUND 0 NR 39 40	NU 1 1	SL 19 21	SOUTHE 2 ST 316 327	BOUND 0 SR 4 6	SU 1 0	EL 7 8	EASTB 1 ET 2 6	OUND 0 ER 4 3	0 0	WL 54 31	WESTB 1 WT 6 3	OUND 0 WR 32 14	0 0	TOTAL 823 779
4:30 4:45 5:00	PM 8 PM 19 PM 6	NORTH 2 NT 330 300 309	HBOUND 0 NR 39 40	NU 1 1 2	SL 19 21 15	SOUTHE 2 ST 316 327 303	BOUND 0 SR 4 6	1 0 0	EL 7 8	EASTB 1 ET 2 6	OUND 0 ER 4	0 0 0	WL 54 31 27	WESTB 1 WT 6 3	OUND 0 WR 32 14	0 0 0	TOTAL 823 779 744
4:30 4:45 5:00 5:15	PM 8 PM 19 PM 6 PM 10	NORTH 2 NT 330 300 309 307	HBOUND 0 NR 39 40 42 44	NU 1 1 2 1	SL 19 21 15 19	SOUTHE 2 ST 316 327 303 319	BOUND 0 SR 4 6 4	SU 1 0 0	EL 7 8 8 13	EASTB 1 ET 2 6	OUND 0 ER 4 3 4 7	0 0 0 0	WL 54 31 27 19	WESTB 1 WT 6 3 1 3	OUND 0 WR 32 14 18	0 0 0 0	TOTAL 823 779 744 767
4:30 4:45 5:00 5:15 5:30	PM 8 PM 19 PM 6 PM 10 PM 14	NORTH 2 NT 330 300 309 307 303	BOUND 0 NR 39 40 42 44 45	NU 1 1 2 1 1 1 1	SL 19 21 15 19 15	SOUTHE 2 ST 316 327 303 319 303	80UND 0 SR 4 6 4 12 9	SU 1 0 0 0 1	EL 7 8 8 13 5	EASTB 1 ET 2 6	OUND 0 ER 4 3	0 0 0 0 0	WL 54 31 27 19	WESTB 1 WT 6 3 1 3 0	OUND 0 WR 32 14 18 10 9	0 0 0 0 0	TOTAL 823 779 744 767 732
4:30 4:45 5:00 5:15 5:30 5:45	PM 8 PM 19 PM 6 PM 10 PM 14 PM 9	NORTH 2 NT 330 300 309 307 303 298	BOUND 0 NR 39 40 42 44 45 38	NU 1 1 2 1 1 4	SL 19 21 15 19 15 19	SOUTHE 2 ST 316 327 303 319 303 320	80UND 0 SR 4 6 4 12 9	SU 1 0 0 0 1 1	EL 7 8 8 13 5 5 5	EASTB 1 ET 2 6 5 3 5 4	OUND 0 ER 4 3 4 7 3	0 0 0 0 0 0	WL 54 31 27 19 19 23	WESTB 1 WT 6 3 1 3 0 4	OUND 0 WR 32 14 18 10 9 13	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 823 779 744 767 732 743
4:30 4:45 5:00 5:15 5:30 5:45 6:00	PM 8 PM 19 PM 6 PM 10 PM 14 PM 9 PM 9	NORTH 2 NT 330 300 309 307 303 298 318	BOUND 0 NR 39 40 42 44 45 38 27	NU 1 1 2 1 1 4 2	SL 19 21 15 19 15 19 15	SOUTHE 2 ST 316 327 303 319 303 320 306	BOUND 0 SR 4 6 4 12 9 4 5	SU 1 0 0 0 1 1	EL 7 8 8 13 5 5 5 7	EASTB 1 ET 2 6 5 3 5 4	OUND 0 ER 4 3 4 7 3 1 4	EU 0 0 0 0 0 0	WL 54 31 27 19 19 23 32	WESTB 1 WT 6 3 1 0 4 2	OUND 0 WR 32 14 18 10 9 13 22	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 823 779 744 767 732 743 750
4:30 4:45 5:00 5:15 5:30 5:45	PM 8 PM 19 PM 6 PM 10 PM 14 PM 9 PM 9	NORTH 2 NT 330 300 309 307 303 298	BOUND 0 NR 39 40 42 44 45 38	NU 1 1 2 1 1 4	SL 19 21 15 19 15 19	SOUTHE 2 ST 316 327 303 319 303 320	80UND 0 SR 4 6 4 12 9	SU 1 0 0 0 1 1	EL 7 8 8 13 5 5 5	EASTB 1 ET 2 6 5 3 5 4	OUND 0 ER 4 3 4 7 3	0 0 0 0 0 0	WL 54 31 27 19 19 23	WESTB 1 WT 6 3 1 3 0 4	OUND 0 WR 32 14 18 10 9 13	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 823 779 744 767 732 743
4:30 4:45 5:00 5:15 5:30 5:45 6:00	PM 8 PM 19 PM 6 PM 10 PM 14 PM 9 PM 9	NORTH 2 NT 330 300 309 307 303 298 318	BOUND 0 NR 39 40 42 44 45 38 27	NU 1 1 2 1 1 4 2	SL 19 21 15 19 15 19 15	SOUTHE 2 ST 316 327 303 319 303 320 306	BOUND 0 SR 4 6 4 12 9 4 5	SU 1 0 0 0 1 1	EL 7 8 8 13 5 5 5 7	EASTB 1 ET 2 6 5 3 5 4	OUND 0 ER 4 3 4 7 3 1 4	EU 0 0 0 0 0 0	WL 54 31 27 19 19 23 32	WESTB 1 WT 6 3 1 0 4 2	OUND 0 WR 32 14 18 10 9 13 22	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 823 779 744 767 732 743 750
4:30 4:45 5:00 5:15 5:30 5:45 6:00	PM 8 PM 19 PM 6 PM 10 PM 14 PM 9 PM 9 PM 13	NORTH 2 NT 330 300 309 307 303 298 318 328 NT 2493	BOUND 0 NR 39 40 42 44 45 38 27 28	NU 1 1 2 1 1 4 2 2 2 NU 14	SL 19 21 15 19 15 19 15 19	SOUTHE 2 ST 316 327 303 319 303 320 306 259 ST 2453	30UND 0 SR 4 6 4 12 9 4 5 4	SU 1 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0	EL 7 8 8 13 5 5 7 6	EASTB 1 ET 2 6 5 3 5 4 1 1	OUND 0 ER 4 3 4 7 3 1 4 4	0 0 0 0 0 0 0	WL 54 31 27 19 19 23 32 34 WL 239	WESTB 1 WT 6 3 1 3 0 4 2 4	OUND 0 WR 32 14 18 10 9 13 22 19	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 823 779 744 767 732 743 750 718
4:30 4:45 5:00 5:15 5:30 5:45 6:00 6:15	PM 8 PM 19 PM 6 PM 10 PM 14 PM 9 PM 9 PM 13	NORTH 2 NT 330 300 309 307 303 298 318 328 NT 2493	HBOUND 0 NR 39 40 42 44 45 38 27 28	NU 1 1 2 1 1 4 2 2 2 NU	SL 19 21 15 19 15 19 15 19 15	SOUTHE 2 ST 316 327 303 319 303 320 306 259	BOUND 0 SR 4 6 4 12 9 4 5 4	SU 1 0 0 0 1 1 1 0 0 0 SU	EL 7 8 8 8 13 5 5 7 6 EL	EASTB 1 ET 2 6 5 3 5 4 1 1	OUND 0 ER 4 3 4 7 3 1 4 4 ER	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 54 31 27 19 19 23 32 34 WL	WESTB 1 WT 6 3 1 3 0 4 2 4	OUND 0 WR 32 14 18 10 9 13 22 19 WR	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 823 779 744 767 732 743 750 718 TOTAL 6056
4:30 4:45 5:00 5:15 5:35 6:00 6:15	PM 8 PM 19 PM 6 PM 10 PM 14 PM 9 PM 9 PM 13 NL SS: 88 3.04%	NORTH 2 NT 330 300 309 307 303 298 318 328 NT 2493 86.02%	BOUND 0 NR 39 40 42 44 45 38 27 28 NR 303 10.46% 05:30 PM	NU 1 1 2 1 1 4 2 2 2 NU 14	SL 19 21 15 19 15 16 SL 139	SOUTHE 2 ST 316 327 303 319 303 320 306 259 ST 2453	30UND 0 SR 4 6 4 12 9 4 5 4	SU 1 0 0 0 1 1 1 0 0 0 SU 3	EL 7 8 8 8 13 5 5 7 6 EL 59	EASTB 1 ET 2 6 5 3 5 4 1 1 ET 27	OUND 0 ER 4 3 4 7 3 1 4 4 4 ER 30	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 54 31 27 19 19 23 32 34 WL 239	WESTB 1 WT 6 3 1 3 0 4 2 4 WT 23	OUND 0 WR 32 14 18 10 9 13 22 19 WR 137 34.34%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 823 779 744 767 732 743 750 718
4:30 4:45 5:00 5:15 5:30 5:45 6:00 6:15 TOTAL VOLUM APPROACH % PEAK HR VI	PM 8 PM 19 PM 6 PM 10 PM 14 PM 9 PM 9 PM 13 NL ES: 88 3.04%	NORTH- 2 NT 330 300 309 307 303 298 318 328 NT 2493 6.02% 04:30 PM- 1246	BOUND 0 NR 39 40 42 44 45 38 27 28 NR 303 10.46% 05:30 PM 165	NU 1 1 1 2 2 1 1 4 4 2 2 2 NU 14 0.48%	SL 19 21 15 19 15 19 15 19 15 16 SL 139 5.26%	SOUTHE 2 2 ST 316 327 303 319 303 320 306 259 ST 2453 92.81%	BOUND 0 SR 4 6 4 12 9 4 5 4 SR 48 1.82% 26	SU 1 0 0 0 1 1 1 0 0 0 0 0 1 1 1 1 0 0 0 0 1 1 3 0 0 1 1 1 1	EL 7 8 8 8 13 5 5 7 6 EL 59 50.86%	EASTB 1 2 6 5 3 5 4 1 1 1 ET 27 23.28%	OUND 0 ER 4 3 4 7 7 3 1 1 4 4 4 ER 30 25.86%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 54 31 27 19 19 23 32 34 WL 239 59.90%	WESTE 1 WT 6 3 1 3 0 4 2 4 WT 23 5.76%	OUND 0 WR 32 14 18 10 9 13 22 19 WR 137 34.34%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 823 779 744 767 732 743 750 718 TOTAL 6056
4:30 4:45 5:00 5:15 5:33 5:45 6:00 6:15	PM 8 PM 19 PM 6 PM 10 PM 14 PM 9 PM 9 PM 13 NL ES: 88 3.04%	NORTH- 2 NT 330 300 309 307 303 298 318 328 NT 2493 6802% 04:30 PM -	BOUND 0 NR 39 40 42 44 45 38 27 28 NR 303 10.46% -05:30 PM 165	NU 1 1 1 1 2 1 1 4 2 2 NU 14 0.48%	SL 19 21 15 19 15 19 15 19 15 16 SL 139 5.26%	SOUTHE 2 ST 316 327 303 319 303 320 306 259 ST 2453 92.81%	30UND 0 SR 4 6 4 12 9 4 5 4 4 8 1.82% 26 0.542	SU 1 0 0 1 1 1 0 0 SU 3 0.11%	EL 7 8 8 13 5 5 7 6 EL 59 50.86%	EASTB 1 2 6 5 3 5 4 1 1 ET 27 23.28%	OUND 0 ER 4 3 4 7 7 3 1 1 4 4 4 ER 30 25.86%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 54 31 27 19 19 23 32 34 WL 239 59.90%	WESTB 1 WT 6 3 1 3 0 4 4 2 2 4 WT 23 5.76%	OUND 0 WR 32 14 18 10 9 13 222 19 WR 137 34.34%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 823 779 744 767 732 743 750 718 TOTAL 6056

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	Blackwate	- Dr	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	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	TOTAL
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 1	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	63	1974	20	0	18	2623	107	1	216	1	143	1	46	0	40	1	5254
APPROACH %'s:	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 -															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
		0.9	29			0.9	10			0.80	ე6			0.67	/1		0.711
		NODTI	DOLIND			COLITI	DOLIND			FACTO	OLIND			MECTO	OLIND		-
PM	4	NORTH 2	ROOND	0	1	SOUTH 2	0 ROOND	0	0	EASTB 2	OUND	0	0	WESTB 2	OUND	0	
FIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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	o l	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	o l	5	297	33	1	29	1	13	ő	13	2	3	Ö	729
5:30 PM	23	348	7	ō	8	282	19	1	20	2	14	ō	19	3	7	1	754
5:45 PM	16	311	8	0	6	307	25	1	27	0	6	ō	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	137	2578	55	3	71	2341	240	6	205	5	110	0	152	24	56	3	5986
APPROACH %'s:	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 :			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

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

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

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									Totals								
NS/EW Streets:		Fry F	₹d			Fry F	₹d			Kieth Harr	ow Blvd			Kieth Hari	row Blvd		
		NORTHE				SOUTH				FASTE	OLIND			WESTE	POLIND		
AM	1	2	0	0	1	2	0	0	1	2	00110	0	1	2	0	0	
\(\sigma\)\(\text{IVI}	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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	ō	67	71	27	ō	21	27	22	ō	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	Ö	54	328	60	Ö	53	44	24	Ö	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 4	0	18	192 191	24 21	0	32	18	12 12	0	11	17	13	3 2	501 468
9:15 AM 9:30 AM	1 6	131 148	4	0	13 22	203	29	1 0	26 35	24 24	8	0	13 5	14 14	15 20	0	518
9:45 AM	8	139	3	1	23	183	17	1	31	21	11	0	0	14	25	2	488
7.43 AW	· ·	137	3		23	103			31	21		٠	,	17	23	-	400
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	129	2181	170	1	385	3370	514	4	684	499	295	0	248	339	376	30	9225
APPROACH %'s:	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 - 0	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
		0.96	8			0.88	33			0.8	53			0.7	03		0.730
		NODT	OUND			COLIT	OUND			F40=0	OLIND			14/50-	OUND		
NOON	1	NORTHE 2	3OUND 0	0	1	SOUTHI 2	OUND O	0	1	EASTB 2	OUND 0	0	1	WESTE 2	3OUND 0	0	
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET ET	ER	EU	WL	WT	WR	WU	TOTAL
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	Ö	23	142	22	2	22	20	10	o O	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 12:15 PM	2	173 184	5 10	0	32 32	190 180	31 18	2	29 33	19	5 8	0	13	20	30 24	3 4	554 540
										19	8	0	9	11		4	540
	6										4.4		10				F00
12:30 PM	8	202	5	0	31	205	31	0	22	14	11	0	13	14	30	2	588
12:30 PM 12:45 PM	8	202 165	5 10	0	31 28	205 173	31 24	0	22 34	14 20	8	0 0	8	14 23	30 13	2 3	515
12:30 PM 12:45 PM 1:00 PM	8 6 5	202 165 177	5	0 0 0	31 28 30	205 173 191	31 24 29	0 0	22 34 26	14 20 26	8	0 0 0	8 12	14 23 21	30 13 30	2 3 1	515 566
12:30 PM 12:45 PM 1:00 PM 1:15 PM	8 6 5 2	202 165 177 203	5 10 8 5	0	31 28 30 31	205 173 191 196	31 24 29 37	0 0 0	22 34 26 36	14 20 26 25	8	0 0 0 0	12 7	14 23 21 15	30 13 30 25	2 3	515 566 600
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM	8 6 5	202 165 177	5 10 8	0 0 0 0	31 28 30	205 173 191	31 24 29	0 0	22 34 26	14 20 26	8 10 15	0 0 0	8 12	14 23 21	30 13 30	2 3 1 2	515 566
12:30 PM 12:45 PM 1:00 PM 1:15 PM	8 6 5 2 5 10	202 165 177 203 217 206	5 10 8 5 10 11	0 0 0 0 1	31 28 30 31 32 23	205 173 191 196 208 234	31 24 29 37 23 36	0 0 0 1 0 1	22 34 26 36 43 40	14 20 26 25 20 19	8 10 15 2 10	0 0 0 0 0	8 12 7 9 12	14 23 21 15 25 19	30 13 30 25 20 26	2 3 1 2 1 2	515 566 600 616 650
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM	8 6 5 2 5 10	202 165 177 203 217 206	5 10 8 5 10 11	0 0 0 0 1 0	31 28 30 31 32 23	205 173 191 196 208 234	31 24 29 37 23 36	0 0 0 1 0 1	22 34 26 36 43 40	14 20 26 25 20 19	8 10 15 2 10	0 0 0 0 0 1	8 12 7 9 12	14 23 21 15 25 19	30 13 30 25 20 26	2 3 1 2 1 2	515 566 600 616 650
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM	8 6 5 2 5 10 NL 79	202 165 177 203 217 206 NT 2785	5 10 8 5 10 11 NR 115	0 0 0 0 1 0	31 28 30 31 32 23 SL 442	205 173 191 196 208 234 ST 2973	31 24 29 37 23 36 SR 424	0 0 0 1 0 1 SU	22 34 26 36 43 40 EL 498	14 20 26 25 20 19 ET 280	8 10 15 2 10 ER 143	0 0 0 0 0 1	8 12 7 9 12 WL 152	14 23 21 15 25 19 WT 260	30 13 30 25 20 26 WR 388	2 3 1 2 1 2 WU 35	515 566 600 616 650
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM TOTAL VOLUMES: APPROACH %'s:	8 6 5 2 5 10 NL 79 2.65%	202 165 177 203 217 206 NT 2785 93.43%	5 10 8 5 10 11 NR 115 3.86%	0 0 0 0 1 0	31 28 30 31 32 23	205 173 191 196 208 234	31 24 29 37 23 36	0 0 0 1 0 1	22 34 26 36 43 40	14 20 26 25 20 19	8 10 15 2 10	0 0 0 0 0 1	8 12 7 9 12	14 23 21 15 25 19	30 13 30 25 20 26	2 3 1 2 1 2	515 566 600 616 650 TOTAL 8589
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM TOTAL VOLUMES : APPROACH %'s :	8 6 5 2 5 10 NL 79 2.65%	202 165 177 203 217 206 NT 2785 93.43%	5 10 8 5 10 11 NR 115 3.86% 02:00 PM	0 0 0 1 0 NU 2 0.07%	31 28 30 31 32 23 SL 442 11.48%	205 173 191 196 208 234 ST 2973 77.22%	31 24 29 37 23 36 SR 424 11.01%	0 0 0 1 0 1 5U 11 0.29%	22 34 26 36 43 40 EL 498 53.95%	14 20 26 25 20 19 ET 280 30.34%	8 10 15 2 10 ER 143 15.49%	0 0 0 0 1 1 EU 2 0.22%	8 12 7 9 12 WL 152 18.20%	14 23 21 15 25 19 WT 260 31.14%	30 13 30 25 20 26 WR 388 46.47%	2 3 1 2 1 2 WU 35 4.19%	515 566 600 616 650 TOTAL 8589
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR' 20	8 6 5 2 5 10 NL 79 2.65%	202 165 177 203 217 206 NT 2785 93.43% 01:00 PM - 6	5 10 8 5 10 11 NR 115 3.86% 02:00 PM 34	0 0 0 1 0 NU 2 0.07%	31 28 30 31 32 23 SL 442 11.48%	205 173 191 196 208 234 ST 2973 77.22%	31 24 29 37 23 36 SR 424 11.01%	0 0 0 1 0 1 SU 11 0.29%	22 34 26 36 43 40 EL 498 53.95%	14 20 26 25 20 19 ET 280 30.34%	8 10 15 2 10 ER 143 15.49%	0 0 0 0 0 1 EU 2 0.22%	8 12 7 9 12 WL 152 18.20%	14 23 21 15 25 19 WT 260 31.14%	30 13 30 25 20 26 WR 388 46.47%	2 3 1 2 1 2 WU 35 4.19%	515 566 600 616 650 TOTAL 8589
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM TOTAL VOLUMES : APPROACH %'s :	8 6 5 2 5 10 NL 79 2.65%	202 165 177 203 217 206 NT 2785 93.43%	5 10 8 5 10 11 NR 115 3.86% 02:00 PM	0 0 0 1 0 NU 2 0.07%	31 28 30 31 32 23 SL 442 11.48%	205 173 191 196 208 234 ST 2973 77.22%	31 24 29 37 23 36 SR 424 11.01%	0 0 0 1 0 1 5U 11 0.29%	22 34 26 36 43 40 EL 498 53.95%	14 20 26 25 20 19 ET 280 30.34%	8 10 15 2 10 ER 143 15.49%	0 0 0 0 1 1 EU 2 0.22%	8 12 7 9 12 WL 152 18.20%	14 23 21 15 25 19 WT 260 31.14%	30 13 30 25 20 26 WR 388 46.47%	2 3 1 2 1 2 WU 35 4.19%	515 566 600 616 650 TOTAL 8589
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR' 20	8 6 5 2 5 10 NL 79 2.65%	202 165 177 203 217 206 NT 2785 93.43% 01:00 PM - 0 803 0.925	5 10 8 5 10 11 NR 115 3.86% 02:00 PM 34 0.773	0 0 0 1 0 NU 2 0.07%	31 28 30 31 32 23 SL 442 11.48%	205 173 191 196 208 234 ST 2973 77.22% 829 0.886 0.91	31 24 29 37 23 36 SR 424 11.01%	0 0 0 1 0 1 SU 11 0.29%	22 34 26 36 43 40 EL 498 53.95%	14 20 26 25 20 19 ET 280 30.34%	8 10 15 2 10 ER 143 15.49%	0 0 0 0 0 1 EU 2 0.22%	8 12 7 9 12 WL 152 18.20%	14 23 21 15 25 19 WT 260 31.14% 80 0.800 0.800	30 13 30 25 20 26 WR 388 46.47%	2 3 1 2 1 2 WU 35 4.19%	515 566 600 616 650 TOTAL 8589
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM 1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR: PEAK HR VOL:	8 6 5 2 5 10 NL 79 2.65%	202 165 177 203 217 206 NT 2785 93.43% 201:00 PM - 6 803 0.925 0.925	5 10 8 5 10 11 NR 115 3.86% 02:00 PM 34 0.773 23	0 0 0 0 1 0 NU 2 0.07%	31 28 30 31 32 23 SL 442 11.48%	205 173 191 196 208 234 ST 2973 77.22% 829 0.886 0.91	31 24 29 37 23 36 SR 424 11.01% 125 0.845 12	0 0 0 1 1 0 1 1 SU 11 0.29%	22 34 26 36 43 40 EL 498 53.95% 145 0.843	14 20 26 25 20 19 ET 280 30.34% 90 0.865 0.865	8 10 15 2 10 ER 143 15.49% 37 0.617	0 0 0 0 0 1 EU 2 0.22% 1 0.250	8 12 7 9 12 WL 152 18.20% 40 0.833	14 23 21 15 25 19 WT 260 31.14% 80 0.800 0.800	30 13 30 25 20 26 WR 388 46.47% 101 0.842 87	2 3 1 2 1 2 WU 35 4.19% 6 0.750	515 566 600 616 650 TOTAL 8589
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR' 20	8 6 5 2 5 10 NL 79 2.65%	202 165 177 203 217 206 NT 2785 93.43% 01:00 PM - 0 803 0.925 0.925	5 10 8 5 10 11 NR 115 3.86% 02:00 PM 34 0.773	0 0 0 0 1 0 NU 2 0.07%	31 28 30 31 32 23 SL 442 11.48%	205 173 191 196 208 234 ST 2973 77.22% 829 0.886 0.91	31 24 29 37 23 36 SR 424 11.01%	0 0 0 1 1 0 1 1 SU 11 0.29%	22 34 26 36 43 40 EL 498 53.95% 145 0.843	14 20 26 25 20 19 ET 280 30.34% 90 0.865 0.89	8 10 15 2 10 ER 143 15.49% 37 0.617	0 0 0 0 0 1 EU 2 0.22%	8 12 7 9 12 WL 152 18.20% 40 0.833	14 23 21 15 25 19 WT 260 31.14% 80 0.800 0.800	30 13 30 25 20 26 WR 388 46.47%	2 3 1 2 1 2 1 2 WU 35 4.19% 6 0.750	515 566 600 616 650 TOTAL 8589 TOTAL 2432 0.935
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:15 PM 1:30 PM 1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	8 6 5 2 5 10 NL 79 2.65% 2 0.550	202 165 177 203 217 206 NT 2785 93.43% 01:00 PM - (803 0.925 0.922 NORTHE	5 10 8 5 10 11 NR 115 3.86% 02:00 PM 34 0.773 33	0 0 0 1 0 1 0 NU 2 0.07% 1 0.250	31 28 30 31 32 23 SL 442 11.48%	205 173 191 196 208 234 ST 2973 77.22% 829 0.886 0.91	31 24 29 37 23 36 SR 424 11.01% 125 0.845 12 2	0 0 0 1 1 0 1 1 SU 11 0.29% 2 0.500	22 34 26 36 43 40 EL 498 53.95% 145 0.843	14 20 26 25 20 19 ET 280 30.34% 90 0.865 0.89	8 10 15 2 10 ER 143 15.49% 37 0.617 98	0 0 0 0 0 1 EU 2 0.22% 1 0.250	8 12 7 9 12 WL 152 18.20% 40 0.833	14 23 21 15 25 19 WT 260 31.14% 80 0.800 0.800 WESTE 2 WT	30 13 30 25 20 26 WR 388 46.47% 101 0.842 87	2 3 1 2 1 2 1 2 WU 35 4.19% 6 0.750	515 566 600 616 650 TOTAL 8589 TOTAL 2432 0,935
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM 1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR CTOR: PEAK HR CTOR:	8 6 5 2 5 10 NL 79 2.65% 2 0.550	202 165 177 203 217 206 NT 2785 93.43% 201:00 PM - (0.925 0.925 NORTHE 2	5 10 8 5 10 11 NR 115 3.86% 02:00 PM 34 0.773 23	0 0 0 1 0 1 0 NU 2 0.07%	31 28 30 31 32 23 SL 442 11.48% 116 0.906	205 173 191 196 208 234 ST 2973 77.22% 829 0.886 0.91 SOUTHI 2 ST 198	31 24 29 37 23 36 SR 424 11.01% 125 0.845 12 SOUND 0 SR 32	0 0 0 1 0 1 0 1 1 0.29% 2 0.500	22 34 26 36 43 40 EL 498 53.95% 145 0.843	14 20 26 25 20 19 ET 280 30.34% 90 0.865 0.86 EASTH 2	8 10 15 2 10 ER 143 15.49% 37 0.617 98	0 0 0 0 0 1 1 EU 2 0.22% 1 0.250	8 12 7 9 12 WL 152 18.20% 40 0.833	14 23 21 15 25 19 WT 260 31.14% 80 0.800 0.8	30 13 30 25 20 26 WR 388 46.47% 101 0.842 87 30UND 0 WR 29	2 3 1 2 1 2 1 2 WU 35 4.19% 6 0.750	515 566 600 616 650 TOTAL 8589 TOTAL 2432 0.935
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM 1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR CL: PEAK HR COL: PEAK HR FACTOR:	8 6 5 2 5 10 NL 79 2.65% 2 0.550	202 165 177 203 217 206 NT 2785 93.43% 0.925 0.925 NORTHE 2 NT 210 223	5 10 8 5 10 11 11 NR 115 3.86% 02:00 PM 34 0.773 23	0 0 0 0 1 0 1 0 2 0.07% 1 0.250	31 28 30 31 32 23 SL 442 11.48% 116 0.906	205 173 191 196 208 234 ST 2973 77.22% 829 0.886 0.91 SOUTHI 2 ST 198 182	31 24 29 37 23 36 SR 424 11.01% 125 0.845 12	0 0 0 1 0 1 1 0 11 0.29% 2 0.500	22 34 26 36 43 40 EL 498 53.95% 145 0.843	14 20 26 25 20 19 ET 280 30.34% 90 0.865 0.8' EASTB 2 ET 17 25	8 10 15 2 10 ER 143 15.49% 37 0.617 28	0 0 0 0 0 1 1 EU 2 0.22% 1 0.250	8 12 7 9 12 WL 152 18.20% 40 0.833	14 23 21 15 25 19 WT 260 31.14% 80 0.800 0.800 WESTE 2 WT 22 26	30 13 30 25 20 26 WR 388 46.47% 101 0.842 87 30UND 0 WR 29 31	2 3 1 2 1 2 2 WU 35 4.19% 6 0.750	515 566 600 616 650 TOTAL 8589 TOTAL 2432 0.935
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM 1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR: PEAK HR VOL: PEAK HR VOL: PEAK HR VOL: PEAK HR FACTOR:	8 6 5 2 5 10 NL 79 2.65% 2 0.550	202 165 177 203 217 206 NT 2785 93.43% 01:00 PM - (803 0.925 0.925 NORTHE 2 NT 210 223 264	5 10 8 5 10 11 NR 115 3.86% 02:00 PM 34 0.773 23 30UND 0 NR 13 13 13 9	0 0 0 0 1 0 NU 2 0.07% 1 0.250	31 28 30 31 32 23 SL 442 11.48% 116 0.906	205 173 191 196 208 234 237 2973 77.22% 829 0.886 0.91 SOUTHI 2 ST 198 182 213	31 24 29 37 23 36 SR 424 11.01% 125 0.845 12 30UND 0 SR 32 38 36	0 0 0 1 1 0 1 1 0.29% 2 0.500	22 34 26 36 43 40 EL 498 53.95% 145 0.843	14 20 26 25 20 19 ET 280 30.34% 90 0.865 0.8' EASTB 2 ET 17 25 22	8 10 15 2 10 ER 143 15.49% 37 0.617 98 OUND ER 10 10	0 0 0 0 0 1 1 EU 2 0.22% 1 0.250	8 12 7 9 12 WL 152 18.20% 40 0.833	14 23 21 15 25 19 WT 260 31.14% 80 0.800 0.80 WESTE 2 WT 22 26 19	30 13 30 25 20 26 WR 388 46.47% 101 0.842 87 30UND 0 WR 29 31 23	2 3 1 2 1 2 2 WU 35 4.19% 6 0.750	515 566 600 616 650 TOTAL 8589 TOTAL 2432 0.935
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM 1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR CL: PEAK HR COL: PEAK HR FACTOR:	8 6 5 2 5 10 NL 79 2.65% 2 0.550	202 165 177 203 217 206 NT 2785 93.43% 0.925 0.925 NORTHE 2 NT 210 223	5 10 8 5 10 11 11 NR 115 3.86% 02:00 PM 34 0.773 23	0 0 0 0 1 0 1 0 2 0.07% 1 0.250	31 28 30 31 32 23 SL 442 11.48% 116 0.906	205 173 191 196 208 234 ST 2973 77.22% 829 0.886 0.91 SOUTHI 2 ST 198 182	31 24 29 37 23 36 SR 424 11.01% 125 0.845 12	0 0 0 1 0 1 1 0 11 0.29% 2 0.500	22 34 26 36 43 40 EL 498 53.95% 145 0.843	14 20 26 25 20 19 ET 280 30.34% 90 0.865 0.8' EASTB 2 ET 17 25	8 10 15 2 10 ER 143 15.49% 37 0.617 28	0 0 0 0 0 1 1 EU 2 0.22% 1 0.250	8 12 7 9 12 WL 152 18.20% 40 0.833	14 23 21 15 25 19 WT 260 31.14% 80 0.800 0.800 WESTE 2 WT 22 26	30 13 30 25 20 26 WR 388 46.47% 101 0.842 87 30UND 0 WR 29 31	2 3 1 2 1 2 2 WU 35 4.19% 6 0.750	515 566 600 616 650 TOTAL 8589 TOTAL 2432 0.935
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:30 PM 1:45 PM 1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR VOL: PEAK HR VOL: 2:30 PM 2:30 PM 2:35 PM 2:35 PM	8 6 5 2 5 10 NL 79 2.65% 22 0.550	202 165 177 203 217 206 NT 2785 93.43% 201:00 PM - (803 0.925 0.925 NORTHE 2 NT 210 223 244 247 249 259 269	5 10 8 5 10 111 NR 115 3.86% 02:00 PM 34 0.773 33 30UND 0 NR 13 13 13 9	0 0 0 0 1 0 NU 2 0.07% 1 0.250	31 28 30 31 32 23 SL 442 11.48% 116 0.906	205 173 191 196 208 234 ST 2973 77.22% 829 0.896 0.91 SOUTHI 2 ST 198 182 213	31 24 29 37 23 36 SR 424 11.01% 125 0.845 12 30UND 0 SR 32 38 36	0 0 0 1 0 1 1 0 11 0.29% 2 0.500	22 34 26 36 43 40 EL 498 53.95% 145 0.843	14 20 26 25 20 19 ET 280 30.34% 90 0.865 0.8' EASTE 2 ET 17 25 22 30	8 10 15 2 10 ER 143 15.49% 0.617 98 OUND 0 ER 10 10	0 0 0 0 1 1 EU 2 0.22% 1 0.250	8 12 7 9 12 WL 152 18.20% 40 0.833	14 23 21 15 25 19 WT 260 31.14% 80 0.800 0.80 WESTI 2 WT 22 26 19 21	30 13 30 25 20 26 WR 388 46.47% 101 0.842 87 0.842 87 0.842	2 3 1 2 1 2 2 WU 35 4.19% 6 0.750	515 566 600 616 650 TOTAL 8589 TOTAL 2432 0.935
12:30 PM 12:45 PM 1:00 PM 1:15 PM 1:15 PM 1:45 PM 1:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR: PEAK HR 5ACTOR: 1:15 PM 2:30 PM 2:45 PM 3:300 PM 3:300 PM	8 6 5 2 5 10 NL 79 2.65% 22 0.550	202 165 177 203 217 206 NT 2785 93.43% 0.925 0.925 NORTHE 2 NT 210 223 264 209 202	5 10 8 5 10 111 NR 115 3.86% 0.27.00 PM 34 0.773 33 30UND 0 NR 13 13 13 9 19	0 0 0 0 1 0 NU 2 0.07% 1 0.250	31 28 30 31 32 23 SL 442 11.48% 10.906	205 173 191 196 208 234 5T 2973 77.22% 829 0.886 0.91 SOUTHI 2 ST 198 182 213 190 213	31 24 29 37 23 36 SR 424 11.01% 125 0.845 12 30UND 0 SR 32 33 36 39 41	0 0 0 1 1 0 1 1 1 0.29% 2 0.500	22 34 26 36 43 40 EL 498 53.95% 145 0.843 1 EL 42 30 39 52 58	26 26 25 20 19 ET 280 30.34% 90 0.865 EASTB 2 ET 17 25 22 30 24	8 10 15 2 10 12 10 ER 143 15.49% 37 0.617 98 OUND 0 ER 10 10 9	0 0 0 0 0 1 EU 2 0.22% 1 0.250	8 12 7 9 12 WL 152 18.20% 40 0.833	14 23 21 15 25 19 WT 260 31.14% 80 0.800 0.800 WESTE 2 WT 22 26 19 21 39	30 13 30 25 20 26 WR 388 46.47% 101 0.842 87 30UND 0 WR 29 31 23 53 58	2 3 1 2 1 2 1 2 WU 35 4.19% 6 0.750	515 566 600 616 650 TOTAL 8589 TOTAL 2432 0,935 TOTAL 617 640 680 708
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Location: Fry Rd & Windy Stone Dr City: Katy Control: Signalized

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

Da:	LO.	

_								Data	Totals								
NS/EW Streets:		Fry F	Rd			Fry	Rd			Windy St	one Dr			Windy St	one Dr		
		NORTHI	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	1	2	0	0	1	2	0	0	0	2	0	0	0	2	0	0	
7 (1 7 1	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	40	1395	90	1	37	2484	25	0	54	30	156	0	228	13	94	1	4648
APPROACH % 's :	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 :	C	7:00 AM -	MA 00:80														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
		0.92	21			0.90	03			0.83	33			0.96	52		0.958
		NORTHI	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	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	TOTAL
4:30 PM	14	258	28	0	7	243	5	0	4	6	16	0	20	4	6	0	611
4:45 PM	18	260	32	0	9	268	13	0	1	7	16	0	28	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	119	2179	251	1	63	1934	65	1	22	37	107	1	167	39	38	0	5024
APPROACH %'s:	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:			05:45 PM														TOTAL
PEAK HR VOL :	56	1085	133	1	39	1003	36	0	8	17	66	0	94	21	15	0	2574
	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

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

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

\Box	21	10	- 1	LO.	ta	lc
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NS/EW Streets:		Fry	Rd			Fry	Rd			Windstone	Manor Blvc	1	V	Vindstone M	Manor Blvd		
		NORTH	IBOUND			SOUTH	BOUND			FAST	BOUND			WESTE	OUND		
AM	0	2	0	0	1	2	0	0	0	0	0	0	1	0	1	0	
7 (17)	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM		129	1	0	6	329	0	0	0	0	0	0	26	0	19	0	510
6:45 AM	Ö	141	2	ō	13	329	0	ō	ō	0	ō	ō	17	0	28	ō	530
7:00 AM		176	6	0	15	337	0	1	0	0	0	0	16	0	34	0	585
7:15 AM	Ö	170	4	ō	27	392	0	Ó	0	0	ō	ō	11	0	17	ō	621
7:30 AM	Ö	166	5	ō	8	392	Ö	ō	ō	ō	ō	ō	14	ō	8	ō	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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 -															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
		0.8	74			0.9	16							0.6	15		0.900
																	•
D. 4			IBOUND			SOUTH				EAST	BOUND			WESTE	OUND		
PM	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		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	00	00	17	0	20	0	646
5:00 PM		286	17	1	20	225	0	0	0	0	0	0	14	0	23	0	586
5:15 PM		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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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 -															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	0.040



Appendix B: Travel Time Runs

KHA 067420017 September 2022



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KHA 067420017 September 2022

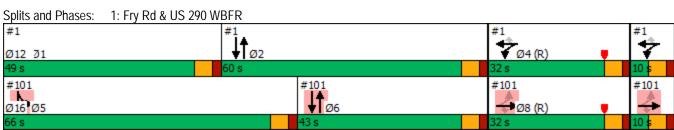


Appendix C: Synchro & Tru-Traffic Outputs

KHA 067420017 September 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%), Reference		4:WBTI	and 8:, S	Start of Ye	llow				
Natural Cycle: 65	'								
Control Type: Actuated-Coo	ordinated								
Maximum v/c Ratio: 0.00									
Intersection Signal Delay: 0	.0			In	tersectio	n LOS: A			
Intersection Capacity Utiliza				IC	U Level	of Service	A A		
Analysis Period (min) 15									





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	

Cycle Length: 151
Actuated Cycle Length: 151
Offset: 43 (28%), Referenced to phase 4:WBTL and 8:, Start of Yellow Control Type: Actuated-Coordinated

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: 15	1								
Offset: 67 (44%), Reference		∆·FRT a	nd 8·M/R	T Start of	Yellow				
Natural Cycle: 70	ca to phase	ייבטו מ	11a 0. VVD	i, Jan U	LCHOW				
Control Type: Actuated-Co	ordinated								
Maximum v/c Ratio: 0.00	ordinated								
Intersection Signal Delay: (1 0			In	tersection	1 LOS: A			
Intersection Capacity Utiliz						of Service	Δ		
Analysis Period (min) 15	ution 0.070			IC	O LEVEL	or Scraice	, 17		
raidiyələ i Gilou (illil) 13									

√rø3

Ø8 (R)

Splits and Phases: 2: Fry Rd & Hempstead Rd

Ø6

→Ø4 (R)

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	

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

	ၨ	-	•	•	•	•	†	-	ļ	
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Configurations	ሻ	∱ }	ሻ	†	7	*	∱ }	ሻ	↑ ↑	
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 Effct 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	С	D	F	Е	E	D	Е	В	
Approach Delay		73.2		58.2			45.4		19.5	
Approach LOS		Е		E			D		В	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 90

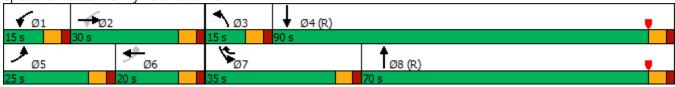
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 40.5 Intersection LOS: D
Intersection Capacity Utilization 86.2% ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Fry Rd & Mound Rd



	•	-	•	•	•	4	†	-	↓	
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	

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

	•	•	†	>	ļ
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	ሻ	7	∱ }	ሻ	^
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?			Ţ		
Recall Mode	None	None	C-Max	None	C-Max
Act Effct 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	С	Α	Α	Α
Approach Delay	50.4		4.8		4.2
Approach LOS	D		А		А
Intersection Summary					
Cycle Length: 150					

Cycle Length: 150
Actuated Cycle Length: 150

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

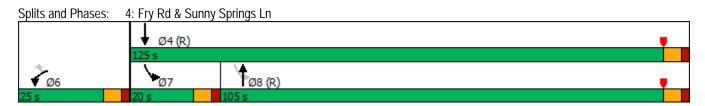
Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 6.1 Intersection LOS: A Intersection Capacity Utilization 47.2% ICU Level of Service A

Analysis Period (min) 15



	€	*	†	/	ţ
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					
Anticoto d Cicolo I amento 150	^				

Actuated Cycle Length: 150

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

	•	-	•	•	1	†	-	ţ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		414		€1 }	7	∱ î≽	Ť	^	
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 Effct 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	Α	Α	Α	А	
Approach Delay		46.7		37.0		7.5		2.7	
Approach LOS		D		D		Α		Α	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 65

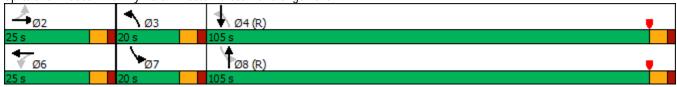
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 8.4 Intersection Capacity Utilization 52.5% ICU Level of Service A

Analysis Period (min) 15

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



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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	

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

	•	-	•	•	4	†	-	Ţ	4	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR	
Lane Configurations	ሻ	∱ }	ሻ	∱ }	ሻ	↑ ↑	7	^	7	
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 Effct 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	Е	F	С	Е	С	F	В	Α	
Approach Delay		81.7		68.3		33.6		26.4		
Approach LOS		F		Е		С		С		

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

 ✓ Ø1
 ✓ Ø2
 Ø3
 ✓ Ø4 (R)

 30 s
 25 s
 15 s
 80 s

 Ø5
 Ø6
 Ø7
 Ø8 (R)

Figure F		•	-	•	←	1	†	-	↓	4
Permitted Phases	Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Minimum Initial (s) 3.0 5.0 3.0 5.0 3.0 12.0 20.0 12.0 20.0 12.0 20.0 12.0 20.0 20.0 12.0 20.0 80.0 90.0	Protected Phases	5	2	1	6	3	8	7	4	
Minimum Split (s) 15.0 20.0 15.0 20.0 15.0 20.0 15.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 80.0 40.0 <td>Permitted Phases</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>4</td>	Permitted Phases									4
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	Minimum Initial (s)	3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0	12.0
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 2.0 4.0 2.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	20.0
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 2.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	Total Split (s)	25.0	25.0	30.0	30.0	15.0	65.0	30.0	80.0	80.0
Yellow Time (s) 4.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 4.0	Total Split (%)	16.7%	16.7%	20.0%	20.0%	10.0%	43.3%	20.0%	53.3%	53.3%
All-Red Time (s)	Maximum Green (s)	19.0	19.0	24.0	24.0	9.0	59.0	24.0	74.0	74.0
Lead/Lag Lead Lag Lead Lag Lead Lag Lead Lag Lead Lag <	Yellow Time (s)		4.0		4.0		4.0		4.0	
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	All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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<	Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
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 0.	Lead-Lag Optimize?									
Time Before Reduce (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Vehicle Extension (s)		3.0		3.0		4.0	2.0	4.0	4.0
Time To Reduce (s) 0.0	Minimum Gap (s)	2.0	3.0	2.0	3.0	2.0	4.0	2.0	4.0	4.0
Recall Mode None None None None C-Max None C-Max C-Max <t< td=""><td>` ,</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	` ,									
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 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 <t< td=""><td>. ,</td><td>0.0</td><td>0.0</td><td>0.0</td><td>0.0</td><td>0.0</td><td></td><td>0.0</td><td></td><td></td></t<>	. ,	0.0	0.0	0.0	0.0	0.0		0.0		
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 Coord Coord Coord <td></td> <td>None</td> <td>None</td> <td>None</td> <td>None</td> <td>None</td> <td>C-Max</td> <td>None</td> <td>C-Max</td> <td>C-Max</td>		None	None	None	None	None	C-Max	None	C-Max	C-Max
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 Coord Coord 85.6 85.6 85.6 30th %ile Term Code Gap Gap Gap Hold Gap Coord Gap Coord Coord Coord Coord Coord Coord Coord Coord </td <td>` ,</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	` ,									
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 Coord Coord Coord Coord 78.1	` '									
90th %ile Term Code Max Gap Max Hold Max Coord Max Coord 78.1 78.2 78.2										
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	` '	19.0	17.6	24.0		9.0	60.4	24.0		
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 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		Max								
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 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	` '									
50th %ile Term Code Max Gap Max Hold Gap Coord Gord Coord Coord Coord Coord Coord Coord Coord S5.6 85										
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	` ,	19.0		24.0		7.5				
30th %ile Term Code Gap Gap Gap Hold Gap Coord Gap 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 Green (s) 14.6 9.4 17.6 12.4 0.0 83.5 15.5 105.0 105.0	, ,									
	` ,		9.4							
10th %ile Term Code Gap Gap Gap Hold Skip Coord Gap Coord Coord	10th %ile Term Code	Gap	Gap	Gap	Hold	Skip	Coord	Gap	Coord	Coord

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

Lane Group EBL EBT EBR WBL WBT NBL NBT SBL SBT Lane Configurations 1<
Traffic Volume (vph) 64 76 14 217 64 10 984 208 774
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% 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
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 Lag
Lead-Lag Optimize?
Recall Mode None None None None C-Max None C-Max
Act Effct 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 0.17 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 C

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 120

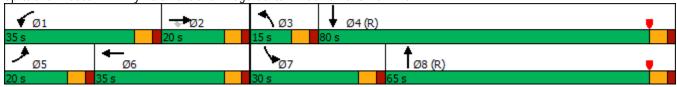
Control Type: Actuated-Coordinated

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



	۶	-	•	•	←	1	†	-	↓
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

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

	•	•	1	†	ļ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	7	7	7	^	^	7
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?					J	J
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct 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	А	Α	Α	В	Α
Approach Delay	60.0			8.9	9.8	
Approach LOS	Е			Α	Α	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 60

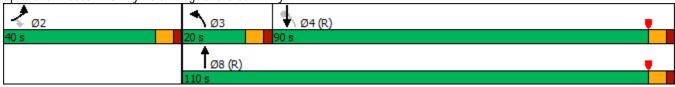
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 17.1 Intersection LOS: B
Intersection Capacity Utilization 53.6% ICU Level of Service A

Analysis Period (min) 15

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



	•	•	1	†	Ţ	4
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 a	nd 8:NBT	, Start of	Yellow	
Control Type: Actuated-Coo	ordinated					
<u> </u>						

	•	•	†	>	ļ
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	ሻ	7	∱ 1≽	ሻ	^
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?			J		
Recall Mode	None	None	C-Max	None	C-Max
Act Effct 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	Е	С	Α	Α	Α
Approach Delay	27.8		7.1		2.2
Approach LOS	С		Α		А
Intersection Summary					
Cyclo Longth: 150					

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



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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?			<u> </u>		
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		<u> </u>			<u> </u>
· · · · · · · · · · · · · · · · · · ·					

Actuated Cycle Length: 150

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

WBL 49 49 Prot 6 3.0 20.0 35.0 23.3% 4.0	WBR 102 102 Perm 6 6 6 20.0 35.0 23.3% 4.0	NBT 732 732 NA 8 8 12.0 20.0 90.0 60.0%	SBL 120 120 D.P+P 7 8 7 3.0 15.0 25.0 16.7%	SBT 755 755 NA 4 12.0 20.0 115.0 76.7%
49 49 Prot 6 3.0 20.0 35.0 23.3% 4.0	102 102 Perm 6 6 6 20.0 35.0 23.3%	732 732 NA 8 8 12.0 20.0 90.0 60.0%	120 120 D.P+P 7 8 7 3.0 15.0 25.0	755 755 NA 4 4 12.0 20.0 115.0 76.7%
49 Prot 6 3.0 20.0 35.0 23.3% 4.0	102 Perm 6 6 6 20.0 35.0 23.3%	732 732 NA 8 8 12.0 20.0 90.0 60.0%	120 D.P+P 7 8 7 3.0 15.0 25.0	755 755 NA 4 4 12.0 20.0 115.0 76.7%
Prot 6 3.0 20.0 35.0 23.3% 4.0	Perm 6 6 7 3.0 20.0 35.0 23.3%	NA 8 8 12.0 20.0 90.0 60.0%	D.P+P 7 8 7 3.0 15.0 25.0 16.7%	NA 4 12.0 20.0 115.0 76.7%
3.0 20.0 35.0 23.3% 4.0	3.0 20.0 35.0 23.3%	8 8 12.0 20.0 90.0 60.0%	7 8 7 3.0 15.0 25.0 16.7%	4 4 12.0 20.0 115.0 76.7%
3.0 20.0 35.0 23.3% 4.0	3.0 20.0 35.0 23.3%	8 12.0 20.0 90.0 60.0%	3.0 15.0 25.0 16.7%	4 12.0 20.0 115.0 76.7%
3.0 20.0 35.0 23.3% 4.0	3.0 20.0 35.0 23.3%	12.0 20.0 90.0 60.0%	3.0 15.0 25.0 16.7%	12.0 20.0 115.0 76.7%
3.0 20.0 35.0 23.3% 4.0	3.0 20.0 35.0 23.3%	12.0 20.0 90.0 60.0%	3.0 15.0 25.0 16.7%	12.0 20.0 115.0 76.7%
20.0 35.0 23.3% 4.0	20.0 35.0 23.3%	20.0 90.0 60.0%	15.0 25.0 16.7%	20.0 115.0 76.7%
20.0 35.0 23.3% 4.0	20.0 35.0 23.3%	20.0 90.0 60.0%	15.0 25.0 16.7%	20.0 115.0 76.7%
35.0 23.3% 4.0	35.0 23.3%	90.0 60.0%	25.0 16.7%	115.0 76.7%
23.3% 4.0	23.3%	60.0%	16.7%	76.7%
4.0				
	4.0	4.0		
		4.0	4.0	4.0
2.0	2.0	2.0	2.0	2.0
0.0	0.0	0.0	0.0	0.0
6.0	6.0	6.0	6.0	6.0
		Lag	Lead	
None	None	C-Max	None	C-Max
9.7	9.7	116.1	122.3	128.3
0.06	0.06	0.77	0.82	0.86
0.45	0.53	0.29	0.22	0.26
79.0	20.6	4.3	3.0	2.5
0.0	0.0	0.0	0.0	0.0
79.0	20.6	4.3	3.0	2.5
Е	С	Α	Α	А
00.7		4.3		2.6
39.7		Α		Α
	79.0 0.0 79.0 E 39.7	79.0 20.6 0.0 0.0 79.0 20.6 E C	79.0 20.6 4.3 0.0 0.0 0.0 79.0 20.6 4.3 E C A 39.7 4.3	79.0 20.6 4.3 3.0 0.0 0.0 0.0 0.0 79.0 20.6 4.3 3.0 E C A A 39.7 4.3

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 LOS: A ICU Level of Service A

Analysis Period (min) 15



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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					

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



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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	*	∱ }	7	ħβ	7	∱ }	7	∱ }	
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 Effct 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	Е	F	Е	F	С	Е	С	
Approach Delay		62.3		68.9		42.5		34.7	
Approach LOS		Е		Е		D		С	

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

 ✓ Ø1
 ✓ Ø2

 25 s
 35 s

 Ø5
 Ø6

 Ø5
 Ø6

 Ø6
 Ø8 (R)

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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 Cummery									

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	ሻ	∱ ⊅	ሻ	ተ ኈ	"	∱ î≽	ሻ	∱ ∱	
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 Effct 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	Е	D	Е	Α	Α	Α	Α	А	
Approach Delay		47.2		17.7		4.7		9.1	
Approach LOS		D		В		Α		Α	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 75

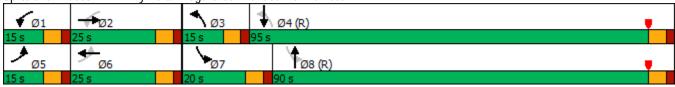
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 8.8 Intersection LOS: A Intersection Capacity Utilization 55.2% ICU Level of Service B

Analysis Period (min) 15

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



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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	
l									i

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

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Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	Ø1	Ø5	
Lane Configurations	ર્ન	7	सी	7	ሻ	∱ î≽	ሻ	∱ ∱			
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 Effct 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	Α	F	Α	Α	Α	Α	Α			
Approach Delay	Err		Err			1.2		1.1			
Approach LOS	F		F			Α		Α			

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 90

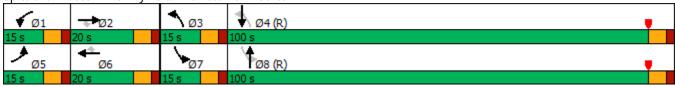
Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay: Err
Intersection Capacity Utilization 45.5%
ICU Level of Service A

Analysis Period (min) 15

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



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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	

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EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
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1	2	146	11	5	721	93	639	
1	2	146	11	5	721	93	639	
Prot	NA	Prot	NA	Prot	NA	Prot	NA	
5	2	1	6	3	8	7	4	
5	2	1	6	3	8	7	4	
3.0	5.0	3.0	5.0	3.0	12.0	3.0	12.0	
15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	
15.0	25.0	25.0	35.0	20.0	75.0	25.0	0.08	
10.0%	16.7%	16.7%	23.3%	13.3%	50.0%	16.7%	53.3%	
4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
	0.0				0.0			
6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	
None	None	None	None	None		None		
	5.0	17.2	17.2	5.1	98.7	13.9		
	0.03	0.11	0.11	0.03	0.66	0.09		
0.02	0.01	0.79	0.31	0.08	0.42	0.62		
71.0	0.0	90.7	13.3	98.8	12.9	88.8	2.2	
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
71.0	0.0	90.7	13.3	98.8	12.9	88.8	2.2	
Е	Α	F	В	F	В	F	А	
	11.8		54.2		13.3		13.1	
	В		D		В		В	
	EBL 1 1 1 Prot 5 3.0 15.0 15.0 10.0% 4.0 2.0 0.0 6.0 Lead None 4.7 0.03 0.02 71.0 0.0 71.0	EBL EBT 1 2 1 2 1 2 Prot NA 5 2 5 2 5 2 3.0 5.0 15.0 20.0 15.0 25.0 10.0% 16.7% 4.0 4.0 2.0 2.0 0.0 0.0 6.0 6.0 Lead Lag None None 4.7 5.0 0.03 0.03 0.02 0.01 71.0 0.0 0.0 0.0 71.0 0.0 E A 11.8	EBL EBT WBL 1 2 146 1 2 146 1 2 146 Prot NA Prot 5 2 1 5 2 1 3.0 5.0 3.0 15.0 20.0 15.0 15.0 25.0 25.0 10.0% 16.7% 16.7% 4.0 4.0 4.0 2.0 2.0 2.0 0.0 0.0 0.0 6.0 6.0 6.0 Lead Lag Lead None None None 4.7 5.0 17.2 0.03 0.03 0.11 0.02 0.01 0.79 71.0 0.0 90.7 0.0 0.0 90.7 E A F 11.8	EBL EBT WBL WBT 1 2 146 11 1 2 146 11 1 2 146 11 Prot NA Prot NA 5 2 1 6 3.0 5.0 3.0 5.0 15.0 20.0 15.0 20.0 15.0 25.0 25.0 35.0 10.0% 16.7% 16.7% 23.3% 4.0 4.0 4.0 4.0 2.0 2.0 2.0 2.0 0.0 0.0 0.0 0.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Lead Lag Lead Lag None None None None 4.7 5.0 17.2 17.2 0.03 0.03 0.11 0.11 0.02 0.01 0.79	EBL EBT WBL WBT NBL 1 1 1 1 5 1 2 146 11 5 1 2 146 11 5 Prot NA Prot NA Prot 5 2 1 6 3 3.0 5.0 3.0 5.0 3.0 15.0 20.0 15.0 20.0 15.0 15.0 20.0 15.0 20.0 15.0 15.0 25.0 25.0 35.0 20.0 10.0% 16.7% 16.7% 23.3% 13.3% 4.0 4.0 4.0 4.0 4.0 2.0 2.0 2.0 2.0 2.0 0.0 0.0 0.0 0.0 0.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 </td <td>EBL EBT WBL WBT NBL NBT 1 1 2 146 11 5 721 1 2 146 11 5 721 Prot NA Prot NA Prot NA 5 2 1 6 3 8 3.0 5.0 3.0 5.0 3.0 12.0 15.0 20.0 15.0 20.0 15.0 20.0 15.0 20.0 15.0 20.0 75.0 20.0 15.0 25.0 25.0 35.0 20.0 75.0 10.0% 16.7% 16.7% 23.3% 13.3% 50.0% 4.0 4.0 4.0 4.0 4.0 4.0 2.0 2.0 2.0 2.0 2.0 2.0 0.0 0.0 0.0 0.0 0.0 0.0 6.0 6.0 6.0 6.0 6.0 6.0</td> <td>EBL EBT WBL WBT NBL NBT SBL 1 2 146 11 5 721 93 1 2 146 11 5 721 93 Prot NA Prot NA Prot NA Prot 5 2 1 6 3 8 7 3.0 5.0 3.0 5.0 3.0 12.0 3.0 15.0 20.0 15.0 20.0 15.0 20.0 15.0 15.0 25.0 25.0 35.0 20.0 75.0 25.0 10.0% 16.7% 16.7% 23.3% 13.3% 50.0% 16.7% 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0</td> <td>FBL EBT WBL WBT NBL NBT SBL SBT 1 2 146 11 5 721 93 639 1 2 146 11 5 721 93 639 Prot NA 12.0 20.0 12.0<!--</td--></td>	EBL EBT WBL WBT NBL NBT 1 1 2 146 11 5 721 1 2 146 11 5 721 Prot NA Prot NA Prot NA 5 2 1 6 3 8 3.0 5.0 3.0 5.0 3.0 12.0 15.0 20.0 15.0 20.0 15.0 20.0 15.0 20.0 15.0 20.0 75.0 20.0 15.0 25.0 25.0 35.0 20.0 75.0 10.0% 16.7% 16.7% 23.3% 13.3% 50.0% 4.0 4.0 4.0 4.0 4.0 4.0 2.0 2.0 2.0 2.0 2.0 2.0 0.0 0.0 0.0 0.0 0.0 0.0 6.0 6.0 6.0 6.0 6.0 6.0	EBL EBT WBL WBT NBL NBT SBL 1 2 146 11 5 721 93 1 2 146 11 5 721 93 Prot NA Prot NA Prot NA Prot 5 2 1 6 3 8 7 3.0 5.0 3.0 5.0 3.0 12.0 3.0 15.0 20.0 15.0 20.0 15.0 20.0 15.0 15.0 25.0 25.0 35.0 20.0 75.0 25.0 10.0% 16.7% 16.7% 23.3% 13.3% 50.0% 16.7% 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	FBL EBT WBL WBT NBL NBT SBL SBT 1 2 146 11 5 721 93 639 1 2 146 11 5 721 93 639 Prot NA 12.0 20.0 12.0 </td

Cycle Length: 150
Actuated Cycle Length: 150

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

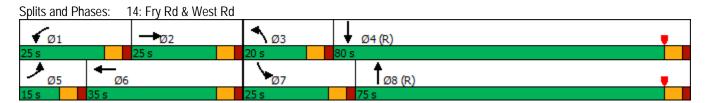
Natural Cycle: 75

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



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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	

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Lane Group	EBL	EBT	EBR	NBL	NBT	SBL	SBT	Ø6	
Lane Configurations		र्स	7	7	∱ ∱	ሻ	∱ ∱		
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 Effct 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	Α	Α	Α	Α	Α		
Approach Delay		56.6			7.5		3.7		
Approach LOS		Е			Α		Α		

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 60

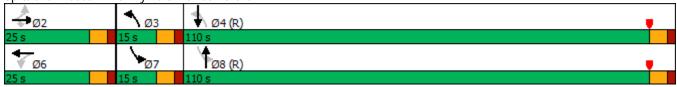
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 8.1 Intersection LOS: A ICU Level of Service A

Analysis Period (min) 15

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



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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
	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 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
All-Red Time (s) 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 2.0 4.0 2.0 4.0	3.0
Minimum Gap (s) 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
Time To Reduce (s) 0.0 0.0 0.0 0.0 0.0 0.0	0.0
	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
· ·	16.8
	Hold
	13.8
	Hold
	11.7
	Hold
30th %ile Green (s) 9.6 9.6 5.0 128.4 0.0 117.4	9.6
	Hold
10th %ile Green (s) 0.0 0.0 0.0 144.0 0.0 144.0	0.0
10th %ile Term Code Skip Skip Skip Coord Skip Coord	Skip

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		€1 }		4Te	ሻ	∱ ∱	ሻ	∱ ∱	
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 Effct 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		С	Α	A	Α	Α	
Approach Delay		51.8		32.4		6.8		3.8	
Approach LOS		D		С		А		А	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 55

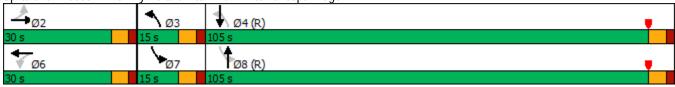
Control Type: Actuated-Coordinated

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



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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	

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Configurations	Ĭ	↑ ↑	14.54	↑ ↑	7	^	7	1,4	↑ ↑	
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 Effct 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	Е	D	Е	В	F	В	Α	F	В	
Approach Delay		53.3		53.3		14.1			32.8	
Approach LOS		D		D		В			С	

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

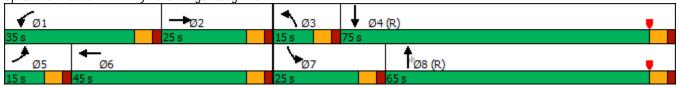
Maximum v/c Ratio: 0.87

Intersection Signal Delay: 32.6
Intersection Capacity Utilization 59.4%

Intersection LOS: C ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 17: Fry Rd & Longenbaugh Rd



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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	

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	J.	f)	7	£	J.	↑ ↑	7	∱ }	
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 Effct 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	Е	F	F	F	В	F	С	
Approach Delay		76.0		85.0		30.0		34.2	
Approach LOS		Е		F		С		С	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 60

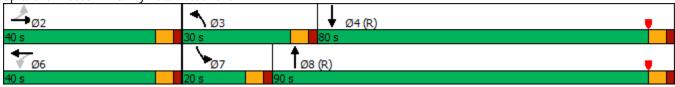
Control Type: Actuated-Coordinated

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



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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	

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	ሻ	ĵ»	*	f)	ሻ	∱ }	*	∱ }	
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 Effct 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	С	Е	В	F	Α	Е	Α	
Approach Delay		64.7		26.3		10.6		11.5	
Approach LOS		Е		С		В		В	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 60

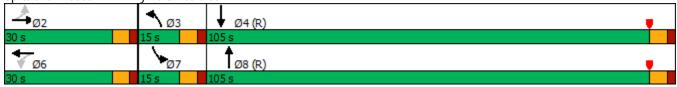
Control Type: Actuated-Coordinated

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



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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	
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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: 12	0								
Offset: 0 (0%), Referenced		SBT and	8:NBT.	Start of Ye	ellow				
Natural Cycle: 70	i to pridoo ii	iobi ana	0.11217	otall of 1	311011				
Control Type: Actuated-Co	ordinated								
Maximum v/c Ratio: 0.00	or annato a								
Intersection Signal Delay: (0.0			In	tersection	LOS: A			
Intersection Capacity Utiliz					CU Level		: A		
Analysis Period (min) 15					3 23 (0)				
i oned (min)									
Splits and Phases: 20: F	ry Rd & FM								

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Ø4 (R)

†ø8 (R)

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	
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Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	*	7	ሻ	^	↑ ↑
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?					<u> </u>
Recall Mode	None	None	None	C-Max	C-Max
Act Effct 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	В	Α	Α	А
Approach Delay	48.7			1.2	8.1
Approach LOS	D			А	Α
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Intersection Summary					
Cycle Length: 150					

Cycle Length: 150
Actuated Cycle Length: 150

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

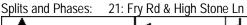
Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 9.2 Intersection LOS: A Intersection Capacity Utilization 54.7% ICU Level of Service A

Analysis Period (min) 15





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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					

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		414		414	*	∱ ∱	*	∱ ∱	
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 Effct 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		С		D	Е	В	F	Α	
Approach Delay		33.3		40.1		15.2		8.8	
Approach LOS		С		D		В		Α	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 60

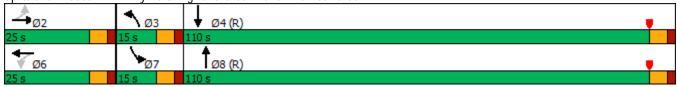
Control Type: Actuated-Coordinated

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



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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									i

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		414		र्सी के	ሻ	∱ ∱	*	∱ î≽	
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 Effct 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	Е	В	Е	В	
Approach Delay		49.3		44.1		15.7		13.3	
Approach LOS		D		D		В		В	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 90

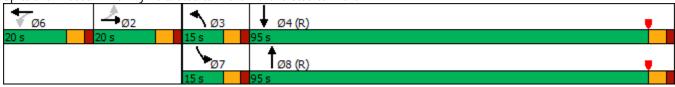
Control Type: Actuated-Coordinated

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



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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	

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	ň	↑ ↑	7	↑ ↑	7	↑ ↑	7	↑ ↑	
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 Effct 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	С	F	С	F	С	
Approach Delay		84.8		56.4		41.6		36.3	
Approach LOS		F		Е		D		D	

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



	•	-	•	←	1	†	-	↓	
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	

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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations		4		ર્ન	7	7	∱ }	¥	∱ }
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		Α		F	Α	F	Α	Е	Α
Approach Delay		0.3		77.4			7.0		6.0
Approach LOS		Α		Е			Α		Α

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 70

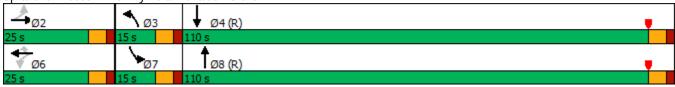
Control Type: Actuated-Coordinated

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



	•	-	•	←	•	1	†	-	↓
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

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	۲	ĵ»	*	f)	7	∱ }	7	↑ ↑	
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 Effct 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	Е	С	F	С	Е	В	F	В	
Approach Delay		45.8		84.0		13.5		13.5	
Approach LOS		D		F		В		В	

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

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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	

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4Te		47>	ሻ	∱ ∱	ሻ	∱ ∱	
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		В	F	Α	Е	В	
Approach Delay		50.4		13.4		5.2		11.2	
Approach LOS		D		В		Α		В	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 80

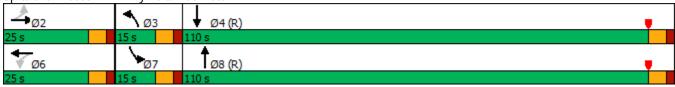
Control Type: Actuated-Coordinated

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



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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	

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	Ť	∱ î≽	7	∱ ∱	7	∱ ∱	ሻ	∱ ∱	
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 Effct 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	Е	D	D	F	С	F	Α	
Approach Delay		66.7		45.1		24.2		18.7	
Approach LOS		Е		D		С		В	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 90

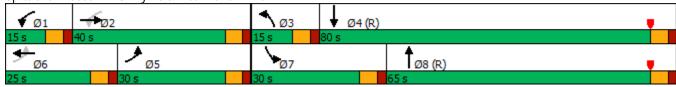
Control Type: Actuated-Coordinated

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



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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	

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		€Î }		र्सी	7	↑ ↑	7	↑ ↑	
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 Effct 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		С		Е	F	Α	Е	Α	
Approach Delay		28.6		74.6		7.8		7.7	
Approach LOS		С		Е		Α		Α	

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.

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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	

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

•	•	†	>	ļ
WBL	WBR	NBT	SBL	SBT
ሻ	7	↑ ↑	ሻ	^
53	70	719	59	1477
53	70	719	59	1477
Prot	Perm	NA	D.P+P	NA
6		8	7	4
	6		8	
6	6	8	7	4
6.0	6.0	12.0	5.0	12.0
20.0	20.0	20.0	15.0	20.0
25.0	25.0	105.0	20.0	125.0
16.7%	16.7%	70.0%	13.3%	83.3%
4.0	4.0	4.0		4.0
2.0	2.0	2.0	2.0	2.0
0.0	0.0	0.0	0.0	0.0
6.0	6.0	6.0	6.0	6.0
		Lag	Lead	
		ŭ		
None	None	C-Max	None	C-Max
11.0	11.0	117.8	122.2	127.0
0.07	0.07	0.79	0.81	0.85
0.43	0.40	0.28	0.11	0.51
75.7	19.6	5.2	3.5	5.8
0.0	0.0	0.0	0.0	0.0
75.7	19.6	5.2	3.5	5.8
Е	В	Α	А	Α
43.7		5.2		5.7
D		А		А
	53 53 53 Prot 6 6 6 20.0 25.0 16.7% 4.0 2.0 0.0 6.0 None 11.0 0.07 0.43 75.7 0.0 75.7 E 43.7	53 70 53 70 Prot Perm 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	53 70 719 53 70 719 53 70 719 Prot Perm NA 6 8 6 6 8 6.0 6 8 6.0 20.0 20.0 20.0 20.0 20.0 25.0 25.0 105.0 16.7% 70.0% 4.0 4.0 4.0 2.0 2.0 2.0 0.0 0.0 0.0 6.0 6.0 6.0 Lag None None C-Max 11.0 11.78 0.07 0.79 0.43 0.40 0.28 75.7 19.6 5.2 0.0 0.0 0.0 75.7 19.6 5.2 E B A 43.7 5.2	53 70 719 59 53 70 719 59 Prot Perm NA D.P+P 6 8 7 6 6 8 7 6.0 6 8 7 6.0 20.0 20.0 15.0 20.0 20.0 20.0 15.0 25.0 25.0 105.0 20.0 25.0 25.0 105.0 20.0 4.0 4.0 4.0 4.0 2.0 2.0 2.0 2.0 0.0 0.0 0.0 0.0 6.0 6.0 6.0 6.0 Lag Lead Lead None None C-Max None 11.0 11.0 117.8 122.2 0.07 0.07 0.79 0.81 0.43 0.40 0.28 0.11 75.7 19.6 5.2 3.5

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



	•	•	†	-	ļ
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		:SBT and	8:NBSB	, Start of	Yellow
Control Type: Actuated-Coo					

	~:	~~	~-	~:	~=	~ .	~=	~~	
Lane Group	<u>Ø1</u>	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?		2044	Lug	2000	2000	Lug	2000		
Recall Mode	None	Min	None	C-Max	None	None	None	C-Max	
Act Effct Green (s)				o max				· · · · · ·	
Actuated g/C Ratio									
v/c Ratio									
Control Delay									
Queue Delay									
Total Delay									
LOS									
Approach Delay									
Approach LOS									
Approach LOS									
Intersection Summary									
Cycle Length: 150									
Actuated Cycle Length: 15	50								
Offset: 40 (27%), Reference	ced to phase	4:SBT a	nd 8:NB	T, Start of	Yellow				
Natural Cycle: 70	•								
Control Type: Actuated-Co	oordinated								
Maximum v/c Ratio: 0.00									
Intersection Signal Delay:	0.0			Ir	tersection	LOS: A			
Intersection Capacity Utiliz					CU Level		e A		
Analysis Period (min) 15									
,									
Splits and Phases: 31: I	Fry Rd & Cla	y Rd							
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†Ø8 (R)

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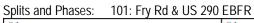
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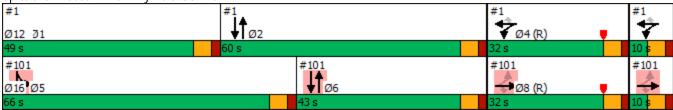
Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	
Protected Phases	1	2	3	4	5	6	7	8	
Permitted Phases									
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	12.0	5.0	12.0	
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	
Total Split (s)	26.0	44.0	17.0	63.0	26.0	44.0	31.0	49.0	
Total Split (%)	17%	29%	11%	42%	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	

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

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: 15	51								
Offset: 43 (28%), Referen		4·WRTI	and 8. G	Start of Ye	llow				
Natural Cycle: 65	iood to pridoc		_ and o., c	cart of 10					
Control Type: Actuated-Co	oordinated								
Maximum v/c Ratio: 0.00	Jordinatod								
Intersection Signal Delay:	0.0			In	tersectio	n LOS: A			
Intersection Capacity Utili:						of Service	e A		
Analysis Period (min) 15				10	J LOVOI	5. 55. 1100			
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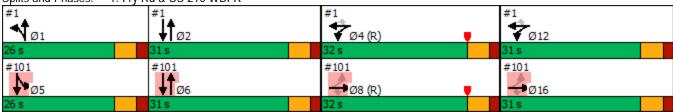
Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16	
Protected Phases	1	2	4	5	6	8	12	16	
Permitted Phases	<u> </u>	2	7	J	J	J	14	10	
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	4.0	4.0	
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	10.0	10.0	
Total Split (s)	49.0	60.0	32.0	66.0	43.0	32.0	10.0	10.0	
Total Split (%)	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	
Interestion Cummen									

Cycle Length: 151
Actuated Cycle Length: 151

Offset: 43 (28%), Referenced to phase 4:WBTL and 8:, Start of Yellow Control Type: Actuated-Coordinated

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		MDTI	10.0						
Offset: 0 (0%), Referenced	to phase 4:	MRIL a	nd 8:, Sta	rt of Yello	W				
Natural Cycle: 75	P 1 1								
Control Type: Actuated-Coo	ordinated								
Maximum v/c Ratio: 0.00						100			
Intersection Signal Delay: (n LOS: A	^		
Intersection Capacity Utiliza	ation 44.2%			IC	U Level	of Service	e A		
Analysis Period (min) 15									

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

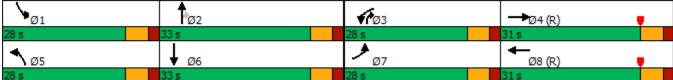


Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16	
Protected Phases	1	2	4	5	6	8	12	16	
Permitted Phases									
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0	
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0	
Total Split (s)	26.0	31.0	32.0	26.0	31.0	32.0	31.0	31.0	
Total Split (%)	22%	26%	27%	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	

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow Control Type: Actuated-Coordinated

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	
Lane Configurations	₩ N	, DE	20	υı	20		Σ1	20	
Traffic Volume (vph)									
Future Volume (vph)									
Turn Type									
Protected Phases	1	2	3	4	5	6	7	8	
Permitted Phases	· ·		J	7	J	U	,	0	
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)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
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)	140110	Max	140110	O Max	110110	110110	140110	o max	
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		EDT '	OWDT	01 1 634					
Offset: 0 (0%), Referenced	to phase 4:	EBI and	8:WBT,	Start of Y	ellow				
Natural Cycle: 70									
Control Type: Actuated-Coo	ordinated								
Maximum v/c Ratio: 0.00						100			
Intersection Signal Delay: (tersection		•		
Intersection Capacity Utiliza	ation 0.0%			IC	CU Level	of Service	e A		
Analysis Period (min) 15									

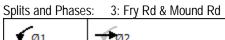




Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	
Protected Phases	1	2	3	4	5	6	7	8	
Permitted Phases									
Minimum Initial (s)	7.0	14.0	7.0	13.0	7.0	14.0	7.0	13.0	
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	
Total Split (s)	28.0	33.0	28.0	31.0	28.0	33.0	28.0	31.0	
Total Split (%)	23%	28%	23%	26%	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	

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

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	
Lane Configurations		, DZ			200		<u> XII</u>	200	1
Traffic Volume (vph)									
Future Volume (vph)									
Turn Type									
Protected Phases	1	2	3	4	5	6	7	8	
Permitted Phases	ı		J	7	J	U	,	U	
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)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
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)	NOTIC	None	None	C-IVIIII	NOTIC	NOTIC	None	C-IVIII1	
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: 12									
Offset: 0 (0%), Referenced	d to phase 4	:SBT and	8:NBT, 9	Start of Ye	ellow				
Natural Cycle: 70									
Control Type: Actuated-Co	ordinated								
Maximum v/c Ratio: 0.00									
Intersection Signal Delay:					tersection				
Intersection Capacity Utiliz	ation 0.0%			IC	U Level	of Service	A A		
Analysis Period (min) 15									



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	

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

Lano Croun	- CXA	CX L	ΩZ	, (X)		
Lane Group	Ø4	Ø6	Ø7	Ø8		
Lane Configurations Traffic Volume (vph)						
Future Volume (vph)						
Turn Type						
Protected Phases	4	6	7	8		
Permitted Phases	4	U	,	U		
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)		2.0				
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: 1	20					
Offset: 0 (0%), Reference		hne TB2·	Q-MRSR	Start of	Vallow	
Natural Cycle: 55	tu to phase 4	.JDT anu	0.11030	, Start or	I CIIOW	
Control Type: Actuated-C	oordinated					
Maximum v/c Ratio: 0.00	oorumateu					
Intersection Signal Delay	. 0 0			lr	tersection LOS: A	
Intersection Capacity Utili					CU Level of Service A	
Analysis Period (min) 15	12ation 0.070			IC	O LOVOI OI SCIVICE A	
ranarysis i oriou (iliili) 10						
Splits and Phases: 4: F	ry Rd & Suni	nv Spring	sIn			
I I	., a oam	وا النام ح				

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

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

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		:NBSB a	nd 8:NBS	B, Start o	f Yellow	
Natural Cycle: 55	_					
Control Type: Actuated-Cod	ordinated					
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0	0.0			In	tersectio	n LOS: A
Intersection Capacity Utiliza				IC	U Level	of Service
Analysis Period (min) 15						

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



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

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	7	↑ ↑	¥	↑ ↑	¥	↑ ↑	7	^	7
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 Effct 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	Е	С	Е	С	F	В	Е	В	Α
Approach Delay		46.6		49.6		16.4		20.0	
Approach LOS		D		D		В		В	

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

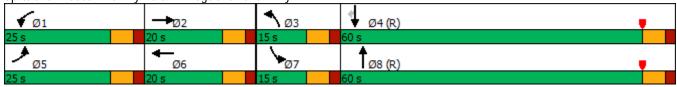
Maximum v/c Ratio: 0.72

Intersection Signal Delay: 24.3
Intersection Capacity Utilization 61.7%

Intersection LOS: C
ICU Level of Service B

Analysis Period (min) 15

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



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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

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

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	Ĭ	†	7	J.	↑ ↑	J.	↑ ↑	J.	∱ }	
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 Effct 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	Е	Е	Α	Е	Α	Е	Α	D	Α	
Approach Delay		41.4			33.9		9.1		6.9	
Approach LOS		D			С		Α		Α	

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

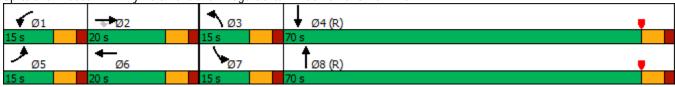
Maximum v/c Ratio: 0.40

Intersection Signal Delay: 9.9 Intersection Capacity Utilization 47.6% ICU L

Analysis Period (min) 15

Intersection LOS: A ICU Level of Service A

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



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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 Cummany									

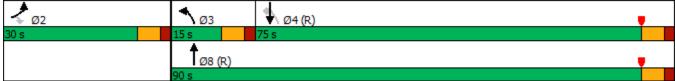
Cycle Length: 120 Actuated Cycle Length: 120

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

Control Type: Actuated-Coordinated

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 a	nd 8:NBT	, Start of	Yellow
Natural Cycle: 55	•				
Control Type: Actuated-Coord	dinated				
Maximum v/c Ratio: 0.00					
Intersection Signal Delay: 0.0)			Ir	ntersection LOS: A
Intersection Capacity Utilizati	on 0.0%			IC	CU Level of Service A
Analysis Period (min) 15					
0 11 10 0 7					
Splits and Phases: 8: Fry F	Rd & Brid	geland C	reek Pkw	У	

Spins and Friases. 6. Try Nd & Dridgeland Creek Fkwy



Lane Group	Ø2	Ø3	Ø4	Ø8
Protected Phases	2	3	4	8
Protected Phases Permitted Phases	2	3	4	ğ
	ΕΛ	2.0	12.0	12.0
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

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

Lane Configurations Traffic Volume (vph) Future Volume (vph) Future Volume (vph) Future Volume (vph) Furnative Phases 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 (s) 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? Recall Mode C-Max None None C-Max ACT Effet Green (s) Actuated g/C Ratio V/C Ratio Control Delay Queue Delay Total Delay LOS Approach LOS Intersection Summary 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 Capacity Utilization 0.0% Intersection Signal Delay: 9: Fry Rd & Brazos Sage Dr	Lane Group	Ø4	Ø6	Ø7	Ø8		
Traffic Volume (vph) Future Volume (vph) Turn Type Protected Phases		<u> </u>		וט	20		
Future Volume (vph) Turn Type Protected Phases							
Turn Type Protected Phases							
Protected Phases Detector Phase 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 Capacity Utilization 0.0% Analysis Period (min) 15							
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 85.0 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 Effet 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 Offset: 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% Intersection Confrol Capacity Utilization 0.0% Intersection Confrol Capacity Utilization 0.0% Intersection Signal Delay: 0.0 Intersection LOS: A Intersection Signal Delay: 0.0 Intersection Service A Analysis Period (min) 15		1	6	7	8		
Detector Phase		<u> </u>		,	<u> </u>		
Switch Phase Minimum Initial (s)							
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 Effet 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% Intersection LOS: A Intersection Capacity Utilization 0.0% Intersection LOS: A Intersection Capacity Utilization 0.0% Intersection LOS: A							
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 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 Effet 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 Capacity Utilization 0.0% Intersection Capacity Utilization 0.0% Intersection Capacity Utilization 0.0% Intersection Service A Analysis Period (min) 15		12.0	5.0	3.0	12.0		
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 4.0 All-Red Time (s) 2.0 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 Capacity Utilization 0.0% Intersection Capacity Utilization 0.0% Intersection Service A Analysis Period (min) 15							
Total Split (%) 83% 17% 13% 71% 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 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Yes Yes Recall Mode C-Max None None C-Max Act Effet 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 Capacity Utilization 0.0% Intersection Capacity Utilization 0.0% Intersection Service A Analysis Period (min) 15							
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 Capacity Utilization 0.0% Analysis Period (min) 15							
All-Red Time (s) 2.0 2.0 2.0 2.0 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag							
Lost Time Adjust (s) Total Lost Time (s) Lead/Lag							
Total Lost Time (s) Lead/Lag Lead-Lag Optimize? 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 Capacity Utilization 0.0% Analysis Period (min) 15							
Lead-Lag Optimize? 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 Capacity Utilization 0.0% Intersection Capacity Utilization 0.0% Intersection Service A Analysis Period (min) 15							
Lead-Lag Optimize? 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 Capacity Utilization 0.0% Intersection Capacity Utilization 0.0% Intersection Service A Analysis Period (min) 15	Lead/Lag			Lead	Lag		
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 Capacity Utilization 0.0% Analysis Period (min) 15	Lead-Lag Optimize?			Yes	Yes		
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 Capacity Utilization 0.0% Analysis Period (min) 15		C-Max	None	None	C-Max		
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 Capacity Utilization 0.0% Analysis Period (min) 15	Act Effct Green (s)						
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 Capacity Utilization 0.0% Intersection Capacity Utilization 0.0% ICU Level of Service A Analysis Period (min) 15							
Oueue 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 Capacity Utilization 0.0% ICU Level of Service A Analysis Period (min) 15							
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 Capacity Utilization 0.0% ICU Level of Service A Analysis Period (min) 15	Control Delay						
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 Capacity Utilization 0.0% ICU Level of Service A Analysis Period (min) 15	Queue Delay						
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 Capacity Utilization 0.0% ICU Level of Service A Analysis Period (min) 15							
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 Capacity Utilization 0.0% ICU Level of Service A Analysis Period (min) 15							
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 Capacity Utilization 0.0% Analysis Period (min) 15							
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 Capacity Utilization 0.0% Intersection Compact Utilization 0.0% ICU Level of Service A Analysis Period (min) 15	Approach LOS						
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 Capacity Utilization 0.0% Intersection Compact Utilization 0.0% ICU Level of Service A Analysis Period (min) 15	Intersection Summary						
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 Capacity Utilization 0.0% Intersection Capacity Utilization 0.0% ICU Level of Service A Analysis Period (min) 15							
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 Capacity Utilization 0.0% ICU Level of Service A Analysis Period (min) 15		20					
Natural Cycle: 55 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.00 Intersection Signal Delay: 0.0 Intersection Capacity Utilization 0.0% Analysis Period (min) 15			SBT and	8·NBSB	Start of '	Yellow	
Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.00 Intersection Signal Delay: 0.0 Intersection Capacity Utilization 0.0% ICU Level of Service A Analysis Period (min) 15		a to phase in	ODT and	0.11000	, otart or	CHOW	
Maximum v/c Ratio: 0.00 Intersection Signal Delay: 0.0 Intersection Capacity Utilization 0.0% ICU Level of Service A Analysis Period (min) 15		oordinated					
Intersection Signal Delay: 0.0 Intersection LOS: A Intersection Capacity Utilization 0.0% ICU Level of Service A Analysis Period (min) 15		ooramatoa					
Intersection Capacity Utilization 0.0% ICU Level of Service A Analysis Period (min) 15		0.0			In	tersection LOS: A	
Analysis Period (min) 15							
	Analysis Period (min) 15					2 2270. 0. 000071	
Splits and Phases: 9: Fry Rd & Brazos Sage Dr							
	Splits and Phases: 9: F	ry Rd & Braz	os Sage	Dr			

Ø4 (R)

Ø8 (R)

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

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

Lane Group	Ø4	Ø6	Ø7	Ø8							
Lane Configurations		10.0									
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 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-Coo	ordinated										
Maximum v/c Ratio: 0.00											
Intersection Signal Delay: 0	.0			Ir	ntersection LOS: A						
Intersection Capacity Utiliza	ation 0.0%			I(CU Level of Service A						
Analysis Period (min) 15											
Splits and Phases: 10: Fry Rd & Cypress Plaza Pkwy											
Splits and Phases: 10: F	ry Rd & Cy	press Pla	za Pkwy								

Lane Group	Ø4	Ø6	Ø7	Ø8
Protected Phases		6	<u> </u>	8
Protected Phases Permitted Phases	4	0	/	δ
	12.0	2.0	2.0	12.0
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
		ı.	ı.	

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	ሻ	ħβ	ሻ	∱ }	*	↑ ↑	ሻ	ħβ	_
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 Effct 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	Е	D	Е	D	Е	С	Е	С	
Approach Delay		46.1		56.4		30.2		30.2	
Approach LOS		D		Е		С		С	

Cycle Length: 120 Actuated Cycle Length: 120

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

Natural Cycle: 70

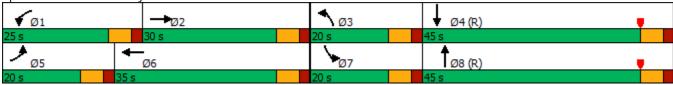
Control Type: Actuated-Coordinated

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



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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 Cummany									

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

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 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		·NBSB ar	nd 8·NBS	SB Start o	f Yellow				
Natural Cycle: 70	to phase 4	1000 ai	.a onvide	J, Otari 0	. 1011011				
Control Type: Actuated-Coo	ordinated								
Maximum v/c Ratio: 0.00	unatou								
Intersection Signal Delay: 0	.0			In	tersection	LOS: A			
Intersection Capacity Utiliza					CU Level		A		
Analysis Period (min) 15					3 23 (0)				

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	

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

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 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	nhase 1	·NRSR ar	nd 8·NIRS	R Start o	f Vellow				
Natural Cycle: 70	priase 4	งบวบ สเ	IG U.INDO	D, Start 0	1 CHOW				
Control Type: Actuated-Coor	dinated								
Maximum v/c Ratio: 0.00	unutou								
Intersection Signal Delay: 0.0)			In	tersection	110S-A			
Intersection Capacity Utilizat						of Service	Α		
Analysis Period (min) 15	1011 0.070			10	O LOVOI V	or octation	, , , ,		
raidiyələ i cilod (illil) 13									

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



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	

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	7	∱ ∱	ሻ	∱ ∱	*	∱ ∱	7	∱ ∱	
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 Effct 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	Е	D	Е	В	Е	В	Е	В	
Approach Delay		47.6		45.1		15.5		17.7	
Approach LOS		D		D		В		В	

Cycle Length: 120 Actuated Cycle Length: 120

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

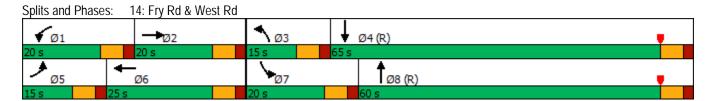
Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 20.6 Intersection Capacity Utilization 53.0% ICU Level of Service A

Analysis Period (min) 15



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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	

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

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)	2.0	2.0	2.0	2.0	2.0	2.0	
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)	None	None	C-IVIAX	None	None	C-IVIAX	
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 a	nd 8:NBS	B, Start o	f Yellow		
Natural Cycle: 55							
Control Type: Actuated-Coor	dinated						
Maximum v/c Ratio: 0.00							
Intersection Signal Delay: 0.0)			In	tersectio	n LOS: A	
Intersection Capacity Utilizati						of Service	
Analysis Period (min) 15	2.0.0				, _0.01	2. 2. 3. 1.00	-

Splits and Phases:

15: Fry Rd & Morrison Grove Dr

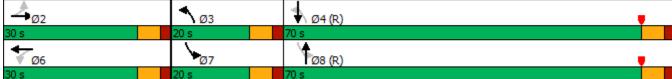
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₱<u>Ø8 (R)</u>

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

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

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 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 t		:NBSB a	nd 8:NBS	B. Start o	f Yellow		
Natural Cycle: 55				,			
Control Type: Actuated-Cool	rdinated						
Maximum v/c Ratio: 0.00							
Intersection Signal Delay: 0.	0			In	tersectio	n LOS: A	
Intersection Capacity Utilization						of Service	
Analysis Period (min) 15							
, , ,							



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

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	↑ ↑	1,4	∱ }	ሻ	^	7	1,4	↑ ↑	
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 Effct 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	Е	D	Е	В	Е	В	Α	E	Α	
Approach Delay		44.9		38.4		9.5			19.8	
Approach LOS		D		D		Α			В	

Cycle Length: 120
Actuated Cycle Length: 120

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

Natural Cycle: 70

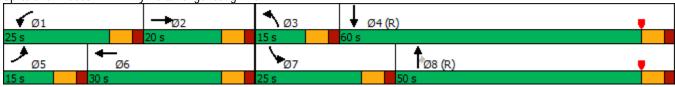
Control Type: Actuated-Coordinated

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



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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
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	Ĭ	f)	7	f)	7	↑ ↑	7	↑ ↑	
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 Effct 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	С	Е	С	Е	Α	Е	Α	
Approach Delay		37.8		44.8		10.1		12.3	
Approach LOS		D		D		В		В	

Cycle Length: 120 Actuated Cycle Length: 120

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

Natural Cycle: 55

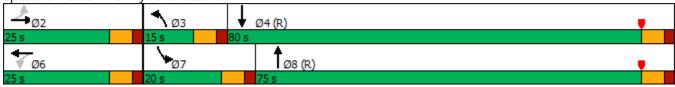
Control Type: Actuated-Coordinated

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



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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	

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

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		SBT and	8:NBT, 9	Start of Ye	ellow		
Natural Cycle: 55							
Control Type: Actuated-Coo	ordinated						
Maximum v/c Ratio: 0.00							
Intersection Signal Delay: 0	0.0			In	tersectio	n LOS: A	
Intersection Capacity Utiliza				IC	U Level	of Service	e A
Analysis Period (min) 15							

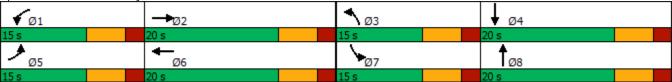
₩ Ø4 (R)

†ø8 (R)

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

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-Uncod	ordinated								
Maximum v/c Ratio: 0.00						100			
Intersection Signal Delay: 0.0					tersection				
Intersection Capacity Utilization	on 0.0%			IC	CU Level	of Service	e A		
Analysis Period (min) 15									
Splits and Phases: 20: Fry	Rd & FM	1 529							



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								
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								
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								
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								
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								
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								
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								
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

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)	2.0	2.0	2.0	2.0	
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)	None	NOTIC	C-IVIAX	C-IVIAX	
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 a	nd 8:NBT	, Start of	Yellow
Natural Cycle: 55					
Control Type: Actuated-Coord	dinated				
Maximum v/c Ratio: 0.00					
Intersection Signal Delay: 0.0)			Ir	ntersection LOS: A
Intersection Capacity Utilizati	on 0.0%			IC	CU Level of Service A
Analysis Period (min) 15					
Splits and Phases: 21: Fry	Rd & Hig	jh Stone	Ln		
<i>≯</i>	•	<u> </u>	4	G 4 (D)	
√ Ø2	¹\ ø3		₩\	Ø4 (R)	

†ø8 (R)

Lane Group	Ø2	Ø3	Ø4	Ø8
Protected Phases	2	3	4	8
Permitted Phases		3	4	0
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
	'			

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. S	Start of Ye	ellow	
Natural Cycle: 55	1					
Control Type: Actuated-Coor	dinated					
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0)			In	tersectio	n LOS: A
Intersection Capacity Utilizati						of Service
Analysis Period (min) 15						
,						

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

₩ Ø4 (R)

↑Ø8 (R)

Splits and Phases:

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

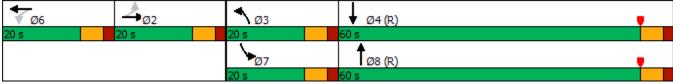
Cycle Length: 120
Actuated Cycle Length: 120

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

Control Type: Actuated-Coordinated

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: 12	0					
Offset: 0 (0%), Referenced		:SBT and	8:NBT, 9	Start of Ye	ellow	
Natural Cycle: 75						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.00						
Intersection Signal Delay:	0.0			In	tersectio	n LOS: A
Intersection Capacity Utiliz				IC	U Level	of Service
Analysis Period (min) 15						
, ,						

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

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

	•	-	•	←	1	†	-	ļ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	7	↑ ↑	7	ħβ	7	∱ }	7	∱ }	
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 Effct 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	Е	D	Е	С	Е	С	Е	С	
Approach Delay		54.8		42.7		39.4		39.6	
Approach LOS		D		D		D		D	

Cycle Length: 120 Actuated Cycle Length: 120

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

Natural Cycle: 75

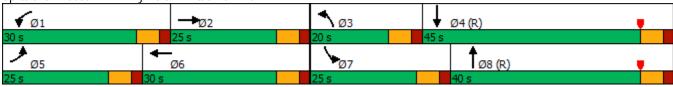
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 42.8 Intersection 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



	•	-	•	•	1	†	-	↓	
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	

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

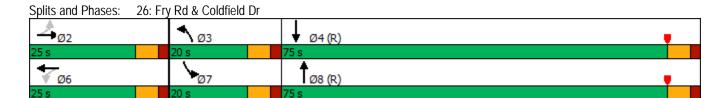
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8	
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Turn Type							
Protected Phases	2	3	4	6	7	8	
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	5.0	3.0	7.0	5.0	3.0	7.0	
Minimum Split (s)	20.0	15.0	20.0	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		SRT and	18·NRT	Start of Ye	allow		
Natural Cycle: 55	to pridate 4	JDT and	JANDI	July Of TO	SHOW		
Control Type: Actuated-Coo	ordinated						
Maximum v/c Ratio: 0.00	n annatou						
Intersection Signal Delay: 0.	0			In	tersectio	n LOS: A	
Intersection Capacity Utiliza						of Service	
Analysis Period (min) 15				10	5 20001	J. 0011100	. , ,
raidiguis r oriod (iliii) 10							

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

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		·SRT and	I Q·NIRT G	Start of Vo	llow		
Natural Cycle: 55	to priase 4.	.JDT all	I O.NDT, S	otall Ul 16	HOW		
Control Type: Actuated-Coo	rdinatod						
Maximum v/c Ratio: 0.00	rumateu						
Intersection Signal Delay: 0.	0			In	tarsactio	n LOS: A	
Intersection Capacity Utiliza						of Service	Δ Δ
Analysis Period (min) 15	11011 0.0 /0			10	O LEVEI	OI SCIVICE	, ^
Analysis i Gilou (IIIII) 13							



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

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		SBT and	8:NBT, 9	Start of Ye	ellow		
Natural Cycle: 55							
Control Type: Actuated-Coo	ordinated						
Maximum v/c Ratio: 0.00							
Intersection Signal Delay: 0	0.0			In	tersectio	n LOS: A	
Intersection Capacity Utiliza				IC	U Level	of Service	e A
Analysis Period (min) 15							

₩ Ø4 (R)

†ø8 (R)

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	ሻ	∱ ⊅	ሻ	∱ ⊅	ሻ	∱ ∱	ሻ	∱ ∱	
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 Effct 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	Е	D	D	С	Е	В	Е	В	
Approach Delay		51.7		32.6		20.4		19.8	
Approach LOS		D		С		С		В	

Cycle Length: 120 Actuated Cycle Length: 120

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

Natural Cycle: 80

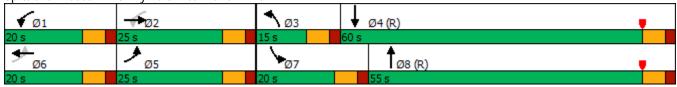
Control Type: Actuated-Coordinated

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



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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									

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: 12	0					
Offset: 0 (0%), Referenced		:SBT and	8:NBT, 9	Start of Ye	ellow	
Natural Cycle: 55			,			
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: (0.0			In	tersectio	n LOS: A
Intersection Capacity Utiliz				IC	:U Level	of Service
Analysis Period (min) 15						
			_			
Splits and Phases: 29: F	ry Rd & Wi	ndy Ston	e Dr			

₩ Ø4 (R)

†ø8 (R)

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

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		:SBT and	8:NBSB	. Start of	Yellow
Natural Cycle: 55				,	
Control Type: Actuated-Coo	ordinated				
Maximum v/c Ratio: 0.00					
Intersection Signal Delay: 0	.0			Ir	ntersection LOS: A
Intersection Capacity Utiliza					CU Level of Service A
Analysis Period (min) 15					

Splits and Phases:

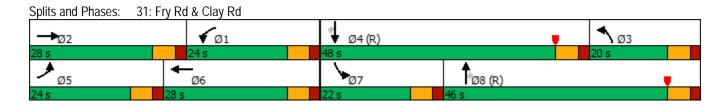
30: Fry Rd & Windstone Manor Blvd

1 Ø8 (R)

Ø4 (R)

Lane Group	Ø4	Ø6	Ø7	Ø8
Protected Phases	4	6	7	8
Permitted Phases	4	U	/	0
Minimum Initial (s)	12.0	6.0	5.0	12.0
. ,	20.0	20.0	15.0	20.0
Minimum Split (s)				
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
		1	1	

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7		Ø8
	וע	WZ	พร	194	พร	טע	וע	Уð	
Lane Configurations Traffic Volume (vph)									
Future Volume (vph)									
· 1 /									
Turn Type Protected Phases	1	2	3	4	5	6	7	8	
Permitted Phases	l		3	4	3	Ü	/	0	
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)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
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)				o man			. 100	o man	
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	n								
Offset: 85 (71%), Reference		1.CRT a	nd Q·NID	T Start of	Vallow				
Natural Cycle: 70	eu to priase	4.3DI d	IIU O.IND	i, Start Ui	I CHOW				
Control Type: Actuated-Co	ordinated								
Maximum v/c Ratio: 0.00	orumateu								
Intersection Signal Delay: () ()			In	tersection	105.4			
Intersection Capacity Utiliz					CU Level		Δ		
Analysis Period (min) 15	ution 0.070			ı	O LOVEI (JI JOIVICO	, , , ,		
Analysis i Glod (IIIII) 13									



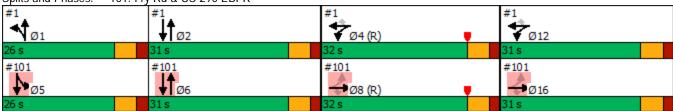
Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	
Protected Phases	1	2	3	4	5	6	7	8	
Permitted Phases									
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	12.0	5.0	12.0	
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	
Total Split (s)	24.0	28.0	20.0	48.0	24.0	28.0	22.0	46.0	
Total Split (%)	20%	23%	17%	40%	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	

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

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		WBTL a	nd 8:. Sta	rt of Yello	W				
Natural Cycle: 75									
Control Type: Actuated-Coo	ordinated								
Maximum v/c Ratio: 0.00									
Intersection Signal Delay: 0	0.0			In	tersectio	n LOS: A			
Intersection Capacity Utiliza						of Service	e A		
Analysis Period (min) 15									

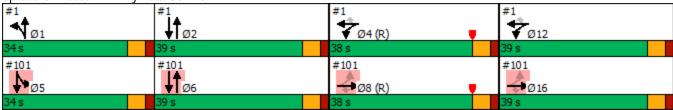




Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16	
Protected Phases	1	2	4	5	6	8	12	16	_
Permitted Phases									
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0	
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0	
Total Split (s)	26.0	31.0	32.0	26.0	31.0	32.0	31.0	31.0	
Total Split (%)	22%	26%	27%	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	

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 a	nd 8:, Sta	rt of Yello	W				
Natural Cycle: 75	-								
Control Type: Actuated-Coord	dinated								
Maximum v/c Ratio: 0.00									
Intersection Signal Delay: 0.0						n LOS: A			
Intersection Capacity Utilizati	on 44.2%			IC	U Level	of Service	e A		
Analysis Period (min) 15									

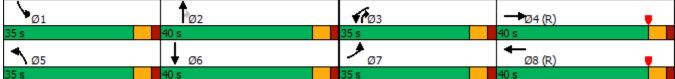
Splits and Phases: 1: Fry Rd & US 290 WBFR



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	

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: 15	0								
Offset: 0 (0%), Referenced		FBT and	8·WBT	Start of Y	ellow				
Natural Cycle: 70	a to pridoo Ti	LDT GITG	0.00017	Clare of T					
Control Type: Actuated-Co	ordinated								
Maximum v/c Ratio: 0.00	J. diriatou								
Intersection Signal Delay:	0.0			In	tersection	LOS: A			
Intersection Capacity Utiliz						of Service	e A		
Analysis Period (min) 15					3 23 (0)				
aryoto i oriou (iliiii) 10									





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	

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

	•	→	•	←	•	1	†	-	ļ		
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø15	
Lane Configurations	, j	↑ ↑	7	†	7	7	↑ ↑	,	∱ }		
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 Effct 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	Е	С	D	F	С	Е	D	Е	С		
Approach Delay		45.4		40.3			45.9		29.1		
Approach LOS		D		D			D		С		

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 95

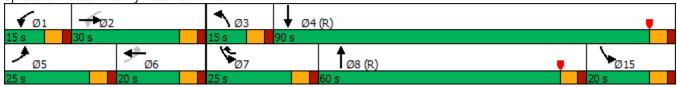
Control Type: Actuated-Coordinated

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



	•	→	•	•	•	4	†	-	ļ		
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	

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

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Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	ሻ	7	↑ ↑	ሻ	^
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 Effct 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	Е	С	Α	Α	Α
Approach Delay	40.8		3.9		1.1
Approach LOS	D		А		А
Intersection Summary					

Cycle Length: 150
Actuated Cycle Length: 150

Offset: 12 (8%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow

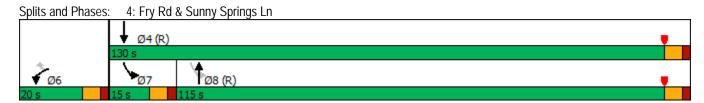
Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 2.7 Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15



•	•	†	-	ţ
WBL	WBR	NBT	SBL	SBT
6		8	7	4
	6		8	
5.0	5.0	12.0	3.0	12.0
20.0	20.0	20.0	15.0	20.0
20.0	20.0	115.0	15.0	130.0
13.3%	13.3%	76.7%	10.0%	86.7%
14.0	14.0	109.0	9.0	124.0
4.0	4.0	4.0	4.0	4.0
2.0	2.0	2.0	2.0	2.0
		Lag	Lead	
		Yes	Yes	
2.0	2.0	4.0	2.0	4.0
2.0	2.0	4.0	2.0	4.0
0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0
None	None	C-Max	None	C-Max
7.9	7.9	118.5	5.6	130.1
Gap	Gap	Coord	Gap	Coord
5.9	5.9	120.9	5.2	132.1
Gap	Gap	Coord	Gap	Coord
5.2	5.2	121.8	5.0	132.8
Gap	Gap	Coord	Gap	Coord
5.0	5.0	122.2	4.8	133.0
Min	Min	Coord	Gap	Coord
0.0	0.0	144.0	0.0	144.0
Skip	Skip	Coord	Skip	Coord
	5.0 20.0 20.0 13.3% 14.0 4.0 2.0 2.0 0.0 0.0 None 7.9 Gap 5.9 Gap 5.2 Gap 5.0 Min 0.0	6 6 5.0 5.0 20.0 20.0 20.0 20.0 13.3% 13.3% 14.0 14.0 4.0 4.0 2.0 2.0 2.0 2.0 0.0 0.0 None None 7.9 7.9 Gap Gap 5.9 5.9 Gap Gap 5.2 5.2 Gap Gap 5.0 5.0 Min Min 0.0 0.0	6 8 6 6 5.0 5.0 12.0 20.0 20.0 20.0 20.0 20.0 115.0 13.3% 13.3% 76.7% 14.0 14.0 109.0 4.0 4.0 4.0 2.0 2.0 2.0 Lag Yes 2.0 2.0 4.0 2.0 2.0 4.0 0.0 0.0 0.0 None None C-Max 7.9 7.9 118.5 Gap Gap Coord 5.9 5.9 120.9 Gap Gap Coord 5.2 5.2 121.8 Gap Gap Coord 5.0 5.0 122.2 Min Min Coord 0.0 0.0 144.0	6 8 7 6 8 5.0 5.0 12.0 3.0 20.0 20.0 20.0 15.0 20.0 20.0 115.0 15.0 13.3% 13.3% 76.7% 10.0% 14.0 14.0 109.0 9.0 4.0 4.0 4.0 4.0 2.0 2.0 2.0 2.0 2.0 Lag Lead Yes Yes 2.0 2.0 4.0 2.0 2.0 2.0 4.0 2.0 2.0 2.0 4.0 2.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 None None C-Max None 7.9 7.9 118.5 5.6 Gap Gap Coord Gap 5.9 5.9 120.9 5.2 Gap Gap Coord Gap 5.0 5.0 122.2 4.8 Min Min Coord Gap 0.0 0.0 144.0 0.0

Actuated Cycle Length: 150

Offset: 12 (8%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow Control Type: Actuated-Coordinated

	•	→	•	•	1	†	-	ţ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		र्सी		414	ሻ	∱ ∱	ሻ	^	
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 Effct 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	Α	Α	Α	Α	
Approach Delay		37.5		38.9		6.4		2.3	
Approach LOS		D		D		Α		Α	

Cycle Length: 150
Actuated Cycle Length: 150

Offset: 56 (37%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow

Natural Cycle: 80

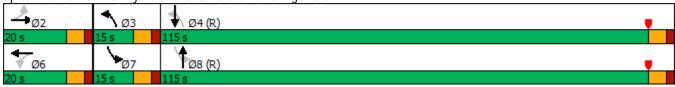
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 5.3 Intersection LOS: A Intersection Capacity Utilization 69.3% ICU Level of Service C

Analysis Period (min) 15

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



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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	
Interception Cummen									

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

	•	-	•	←	1	†	-	ţ	4
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	*	↑ ↑	7	↑ ↑	7	↑ ↑	7	^	7
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 Effct 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	С	F	В	Α
Approach Delay		64.1		67.3		35.6		21.3	
Approach LOS		Е		Е		D		С	

Cycle Length: 150
Actuated Cycle Length: 150

Offset: 82 (55%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 90

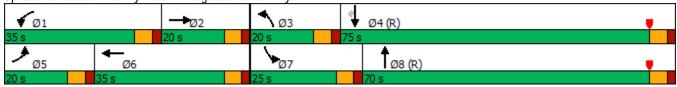
Control Type: Actuated-Coordinated

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



	۶	-	•	←	1	†	-	↓	4
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

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

	۶	→	•	•	←	4	†	>	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	*	†	7	7	∱ ∱	*	∱ ∱	*	ħβ
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 Effct 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	Е	Α	F	С	F	В	F	Α
Approach Delay		50.4			57.8		15.9		13.6
Approach LOS		D			Е		В		В

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 90

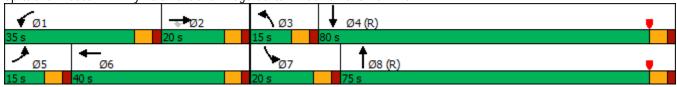
Control Type: Actuated-Coordinated

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



	۶	→	•	•	←	4	†	>	ļ
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 Cummany									

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

	•	•	1	†	ļ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Ŋ	7	, T	^	^	7
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 Effct 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	Е	Α	D	Α	В	А
Approach Delay	44.2			9.9	13.1	
Approach LOS	D			Α	В	

Cycle Length: 150
Actuated Cycle Length: 150

Offset: 124 (83%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow

Natural Cycle: 60

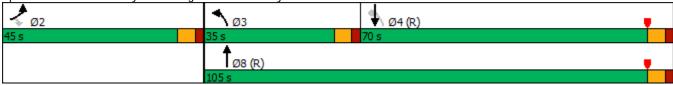
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 17.4 Intersection LOS: B
Intersection Capacity Utilization 77.2% ICU Level of Service D

Analysis Period (min) 15

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



	•	•	1	†	↓	1
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

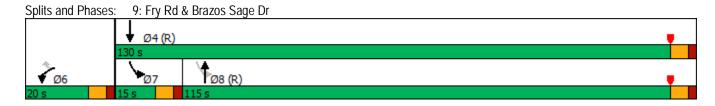
Offset: 124 (83%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow

Control Type: Actuated-Coordinated

	•	4	†	\	+
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	ኘ	7	† \$	ሻ	† †
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 Effct 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	Е	С	Α	Α	Α
Approach Delay	37.4		1.4		1.2
Approach LOS	D		А		А
Intersection Summary					
Cycle Length: 150					
Actuated Cycle Length: 150					
Offset: 132 (88%), Reference		se 4:SBT	and 8:NE	SB, Star	t of Yellov
Natural Cycle: 60				, - , - , - ,	
Control Type: Actuated-Cool	rdinated				

Maximum v/c Ratio: 0.46

Intersection LOS: A Intersection Signal Delay: 2.4 Intersection Capacity Utilization 53.2% Analysis Period (min) 15 ICU Level of Service A



	€	•	1	-	ţ
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

	€	•	†	-	ţ
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	ሻ	7	∱ }	ሻ	^
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 Effct Green (s)	12.2	12.2	108.5	119.8	125.8
Actuated g/C Ratio	80.0	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	В	Α	В	Α
Approach Delay	39.2		3.7		7.4
Approach LOS	D		Α		Α
Intersection Summary					

Cycle Length: 150
Actuated Cycle Length: 150

Offset: 74 (49%), Referenced to phase 4:SBT and 8:NBSB, Start of Yellow

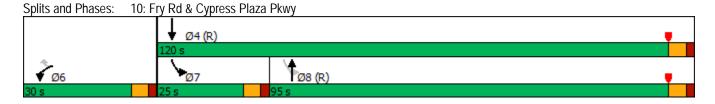
Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 8.5 Intersection LOS: A Intersection Capacity Utilization 62.8% ICU Level of Service B

Analysis Period (min) 15



	€	•	†	-	ļ
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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	7	∱ ∱	ሻ	∱ ∱	7	∱ ∱	*	∱ ∱
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 Effct 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	Е	F	D	F	С	F	С
Approach Delay		66.2		66.3		45.9		45.4
Approach LOS		Е		Е		D		D

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 LOS: D
Intersection Capacity Utilization 93.4% ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 11: Fry Rd & Tuckerton Rd



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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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	ሻ	∱ ⊅	7	∱ î≽	ሻ	∱ ⊅	ሻ	∱ ∱	
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 Effct 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	Е	С	Ε	В	Α	Α	Α	Α	
Approach Delay		43.8		33.9		2.4		3.5	
Approach LOS		D		С		Α		Α	

Cycle Length: 150
Actuated Cycle Length: 150

Offset: 131 (87%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow

Natural Cycle: 80

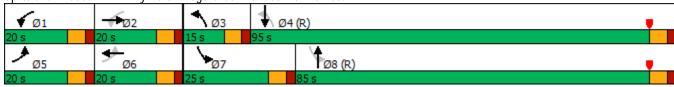
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 6.0 Intersection LOS: A Intersection Capacity Utilization 61.9% ICU Level of Service B

Analysis Period (min) 15

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



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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	
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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

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Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	Ø1	Ø5	
Lane Configurations	र्स	7	र्स	7	7	∱ ∱	ሻ	∱ ∱			
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 Effct 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	Α	F	Α	Α	Α	Α	Α			
Approach Delay	Err		Err			2.6		3.1			
Approach LOS	F		F			А		Α			

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 90

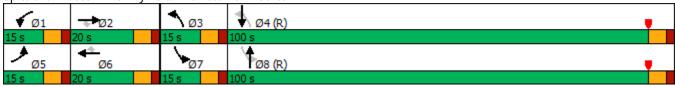
Control Type: Actuated-Coordinated

Maximum v/c Ratio: Err

Intersection Signal Delay: Err
Intersection Capacity Utilization 55.8%
ICU Level of Service B

Analysis Period (min) 15

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



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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	

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	7	∱ ∱	ሻ	∱ ⊅	ሻ	∱ ∱	ሻ	∱ ∱	
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 Effct 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	Е	D	F	В	F	В	Е	В	
Approach Delay		60.5		56.7		15.4		23.1	
Approach LOS		Е		Е		В		С	

Cycle Length: 150
Actuated Cycle Length: 150

Offset: 96 (64%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

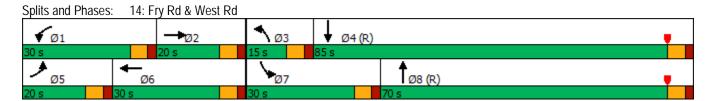
Natural Cycle: 90

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



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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	

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

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		र्स	7		4	*	∱ î≽	*	∱ î≽	
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 Effct 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	Α		Α	Α	В	Α	Α	
Approach Delay		56.3			0.3		13.7		3.7	
Approach LOS		E			Α		В		Α	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 65

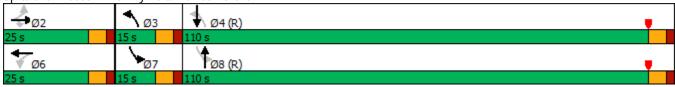
Control Type: Actuated-Coordinated

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



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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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		€Î}		4T+	¥	ħβ	7	↑ ↑	
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 Effct 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		С	Α	Α	Α	Α	
Approach Delay		54.5		32.6		4.4		6.6	
Approach LOS		D		С		Α		Α	
lutana sation Communica									

Cycle Length: 150
Actuated Cycle Length: 150

Offset: 40 (27%), Referenced to phase 4:NBSB and 8:NBSB, Start of Yellow

Natural Cycle: 60

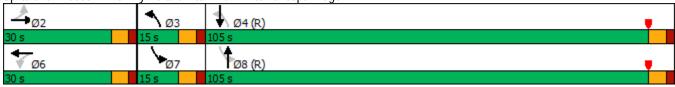
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 9.0 Intersection LOS: A Intersection Capacity Utilization 62.0% ICU Level of Service B

Analysis Period (min) 15

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



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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	
Interception Cummany									

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	ħβ	14.54	∱ }	ሻ	^	7	1,4	ħβ	
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 Effct 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	Е	В	F	С	Α	Е	В	
Approach Delay		63.6		47.2		23.8			31.2	
Approach LOS		Е		D		С			С	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 80

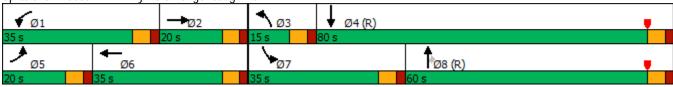
Control Type: Actuated-Coordinated

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



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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

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	ሻ	₽	ሻ	₽	ሻ	∱ ∱	ሻ	∱ ⊅	
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 Effct 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	Е	F	D	Е	Α	F	Α	
Approach Delay		81.9		66.3		11.7		13.6	
Approach LOS		F		Е		В		В	

Cycle Length: 150 Actuated Cycle Length: 150

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

Natural Cycle: 60

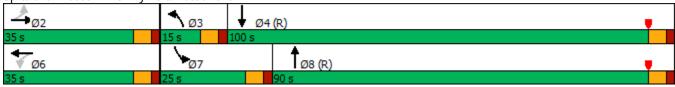
Control Type: Actuated-Coordinated

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



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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	
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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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	ሻ	₽	ሻ	₽	ሻ	∱ ∱	ሻ	∱ ∱	
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 Effct 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	В	Е	С	F	А	F	В	
Approach Delay		68.7		39.7		16.6		13.0	
Approach LOS		Е		D		В		В	

Cycle Length: 150 Actuated Cycle Length: 150

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

Natural Cycle: 60

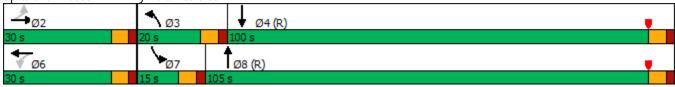
Control Type: Actuated-Coordinated

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



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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	

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

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		SBT and	8:NBT.	Start of Ye	ellow				
Natural Cycle: 70	10 pilaco 11		0111217						
Control Type: Actuated-Coo	ordinated								
Maximum v/c Ratio: 0.00	, an latou								
Intersection Signal Delay: 0	.0			In	tersection	LOS: A			
Intersection Capacity Utiliza					:U Level		. Α		
Analysis Period (min) 15				10	2 23 701 (2511100			
Splits and Phases: 20: Fr	ry Rd & FM	529							

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Ø4 (R)

†Ø8 (R)

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	

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

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Lane Group	EBL	EBR	NBL	NBT	SBT	
Lane Configurations	ሻ	7	ሻ	44	∱ β	
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	
Vinimum 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	0.0	0.0	Lead	0.0	Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct 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	0.09	0.09	0.79	0.03	0.75	
	86.2	17.0	10.9	7.7	9.0	
Control Delay	0.0		0.0		0.0	
Queue Delay		0.0		0.0		
Total Delay	86.2	17.0	10.9	7.7	9.0	
LOS	F	В	В	Α	A	
Approach Delay	55.9			8.1	9.0	
Approach LOS	E			А	А	
Intersection Summary						
Cycle Length: 150						
Actuated Cycle Length: 15		4		DT 0	6) ()	
Offset: 20 (13%), Reference	ced to phas	e 4:NBSE	3 and 8:N	BT, Start	of Yellow	
Natural Cycle: 65						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.67						
Intersection Signal Delay:					ntersection	
Intersection Capacity Utiliz	ration 62.19	6		Į(CU Level of	of Service B
Analysis Period (min) 15						
Splits and Phases: 21: F	Fry Rd & Hi	ah Ston≏	l n			
•	I a	gri Storic				
√ ø2	₹ Ø3			Ø4 (R)		
30 s	25 s		95 s			
	↑					
	Ø8 (R)				

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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 Langth: 150					

Actuated Cycle Length: 150

Offset: 20 (13%), Referenced to phase 4:NBSB and 8:NBT, Start of Yellow Control Type: Actuated-Coordinated

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		414		र्सी के	ሻ	∱ ∱	ሻ	∱ ∱	
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 Effct 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		С		D	E	В	Е	В	
Approach Delay		31.6		46.2		14.8		19.8	
Approach LOS		С		D		В		В	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 65

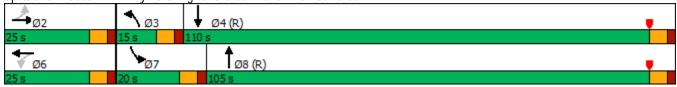
Control Type: Actuated-Coordinated

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



	•	→	•	•	4	†	/	ţ	
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 Cummany									

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		र्सी		र्सी के	7	∱ ∱	7	∱ ∱	
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 Effct 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	Е	В	F	В	
Approach Delay		41.7		46.9		21.9		18.0	
Approach LOS		D		D		С		В	

Cycle Length: 150
Actuated Cycle Length: 150

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

Natural Cycle: 90

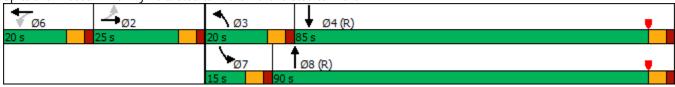
Control Type: Actuated-Coordinated

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



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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 Cummen									

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	7	∱ ⊅	ሻ	∱ ∱	ሻ	∱ ∱	ሻ	∱ ∱	
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 Effct 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	Е	F	Е	F	С	F	D	
Approach Delay		75.2		68.5		42.4		54.7	
Approach LOS		Е		Е		D		D	

Cycle Length: 150
Actuated Cycle Length: 150

Offset: 58 (39%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 90

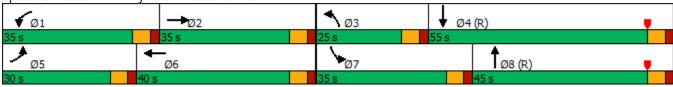
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 58.5 Intersection LOS: E
Intersection Capacity Utilization 85.2% ICU Level of Service E

Analysis Period (min) 15

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



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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	
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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

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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Configurations		4		ર્ન	7	ሻ	↑ ↑	ሻ	↑ ↑	
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 Effct 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	В	F	Α	Е	Α	
Approach Delay		38.6		66.5			3.0		12.8	
Approach LOS		D		E			Α		В	

Cycle Length: 150
Actuated Cycle Length: 150

Offset: 56 (37%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

Natural Cycle: 65

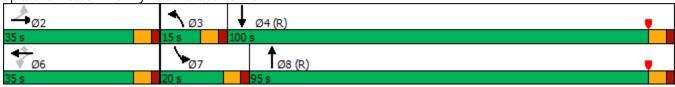
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 69.3% ICU Level of Service C

Analysis Period (min) 15

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



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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

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	ሻ	₽	ሻ	₽	ሻ	∱ ∱	ሻ	∱ ⊅	
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 Effct 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	Е	С	F	В	F	В	F	С	
Approach Delay		45.6		58.0		17.6		24.8	
Approach LOS		D		Е		В		С	

Cycle Length: 150 Actuated Cycle Length: 150

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

Natural Cycle: 75

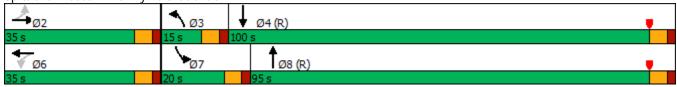
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 72.8% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 26: Fry Rd & Coldfield Dr



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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	

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		र्सी		47>	ሻ	∱ ∱	ሻ	∱ ⊅	
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 Effct 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		Е		Е	Е	В	F	Α	
Approach Delay		60.9		61.7		17.5		7.5	
Approach LOS		Е		Е		В		Α	

Cycle Length: 150
Actuated Cycle Length: 150

Offset: 50 (33%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow

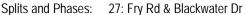
Natural Cycle: 70

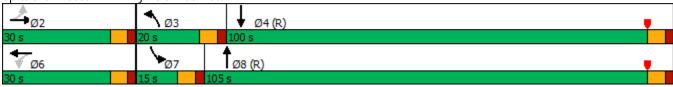
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 17.2 Intersection LOS: B
Intersection Capacity Utilization 69.4% ICU Level of Service C

Analysis Period (min) 15





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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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	7	∱ î≽	ሻ	∱ î≽	7	∱ ∱	7	∱ î≽	
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 Effct 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	Е	F	D	F	В	
Approach Delay		64.8		53.3		48.3		27.5	
Approach LOS		Е		D		D		С	
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

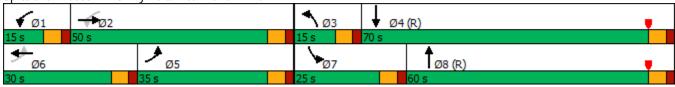
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 43.6 Intersection LOS: D
Intersection Capacity Utilization 84.5% ICU Level of Service E

Analysis Period (min) 15

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



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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 Cummany									i

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4Te		र्सी के	ሻ	∱ ∱	ሻ	∱ ∱	
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 Effct 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		С		Е	Е	А	F	Α	
Approach Delay		24.6		76.5		10.7		5.4	
Approach LOS		С		Е		В		Α	

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.



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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	

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

	•	*	†	>	ļ
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	ሻ	7	↑ ↑	ሻ	^
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 Effct 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	Е	В	Α	Α	Α
Approach Delay	44.1		7.7		2.3
Approach LOS	D		Α		Α
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 LOS: A Intersection Capacity Utilization 59.0% ICU Level of Service B

Analysis Period (min) 15

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



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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
Interesetion Cummers	•	•			
Intersection Summary Cycle Length: 150					

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

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	
Lane Configurations	וע	N/L		שלט		200	W I		
Traffic Volume (vph)									
Future Volume (vph)									
Turn Type									
Protected Phases	1	2	3	4	5	6	7	8	
Permitted Phases	'		3	<u> </u>	<u> </u>	U	,	<u> </u>	
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: 16	60								
Offset: 30 (19%), Referen		4:SBT a	nd 8:NB	Γ. Start of	Yellow				
Natural Cycle: 70	iood to pridoc	u	na on to	i i Otalit ol	· Ollow				
Control Type: Actuated-Co	oordinated								
Maximum v/c Ratio: 0.00									
Intersection Signal Delay:	0.0			Ir	itersection	LOS: A			
Intersection Capacity Utiliz					CU Level		e A		
Analysis Period (min) 15									
Splits and Phases: 31:	Fry Rd & Clay	y Rd							
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†ø8 (R)

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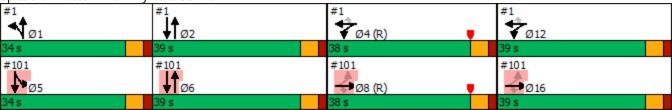
Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	
Protected Phases	1	2	3	4	5	6	7	8	
Permitted Phases									
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	12.0	5.0	12.0	
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	
Total Split (s)	30.0	45.0	30.0	55.0	35.0	40.0	25.0	60.0	
Total Split (%)	19%	28%	19%	34%	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	

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

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: 15	50								
Offset: 0 (0%), Reference		NBTL a	nd 8:. Sta	rt of Yello	W				
Natural Cycle: 75	a to pridoo ii		01, Ota	51 1 5110					
Control Type: Actuated-Co	oordinated								
Maximum v/c Ratio: 0.00									
Intersection Signal Delay:	0.0			Int	tersection	n LOS: A			
Intersection Capacity Utili:						of Service	e A		
Analysis Period (min) 15									
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Splits and Phases: 101: Fry Rd & US 290 EBFR

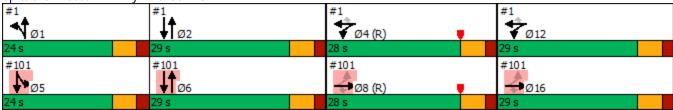


Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16	
Protected Phases	1	2	4	5	6	8	12	16	
Permitted Phases									
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0	
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0	
Total Split (s)	34.0	39.0	38.0	34.0	39.0	38.0	39.0	39.0	
Total Split (%)	23%	26%	25%	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	

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

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 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	nhase 4.	WBTL a	nd 8 Sta	rt of Yello	W				
Natural Cycle: 75	, p. 1.000 11	., <u>.</u> ,	3., 5 (4						
Control Type: Actuated-Coord	dinated								
Maximum v/c Ratio: 0.00									
Intersection Signal Delay: 0.0)			[n	tersection	n LOS: A			
Intersection Capacity Utilizati						of Service	e A		
Analysis Period (min) 15									

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

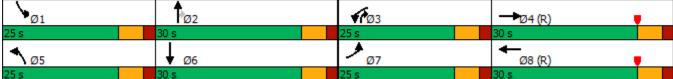


Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16	
Protected Phases	1	2	4	5	6	8	12	16	
Permitted Phases									
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0	
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0	
Total Split (s)	24.0	29.0	28.0	24.0	29.0	28.0	29.0	29.0	
Total Split (%)	22%	26%	25%	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	

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow Control Type: Actuated-Coordinated

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		FRT and	8·WRT	Start of Y	ellow				
Natural Cycle: 70	to pridoc ii	LDT and	0.00	Otall of 1	CIIOW				
Control Type: Actuated-Coo	rdinated								
Maximum v/c Ratio: 0.00	n diriated								
Intersection Signal Delay: 0	.0			In	tersection	n LOS: A			
Intersection Capacity Utiliza						of Service	A A		
Analysis Period (min) 15					2 20101	o. 00. 1100			
r mary sis i onou (min) is									

Splits and Phases: 2: Fry Rd & Hempstead 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)	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	

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

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-Unco	ordinated								
Maximum v/c Ratio: 0.00									
Intersection Signal Delay: 0.0)			In	tersection	ı LOS: A			
Intersection Capacity Utilizati				IC	U Level	of Service	A A		
Analysis Period (min) 15									
Splits and Phases: 3: Fry I	Rd & Mou	ınd Rd							
opino ana mases. Ji Hy I	Va or IVIOU	iiu itu							

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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-Unc	oordinated								

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

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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%), Referen	iced to phase	4:SBT a	nd 8:NBS	SB, Start	of Yellow	
Natural Cycle: 55						
Control Type: Actuated-Co	oordinated					
Maximum v/c Ratio: 0.00						
Intersection Signal Delay:					itersection LOS: A	
Intersection Capacity Utili	zation 0.0%			IC	CU Level of Service A	
Analysis Period (min) 15						
Splits and Phases: 4: F	ry Rd & Suni	ny Spring	s Ln_			

†Ø8 (R)

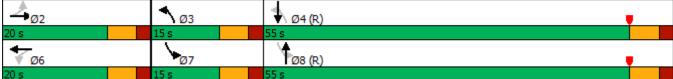
₩ Ø4 (R)

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
Interesetion Cummen				

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

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 t	n phase 4	·NBSB a	nd 8·NBS	B Start o	f Yellow		
Natural Cycle: 55	o pridoc t	1000 a	IIG OINDO	D ₁ Otal t 0	. TOHOW		
Control Type: Actuated-Cool	rdinated						
Maximum v/c Ratio: 0.00	. an atou						
Intersection Signal Delay: 0.	0			In	tersectio	n LOS: A	
Intersection Capacity Utilizat						of Service	
Analysis Period (min) 15				10	2 20101	2. 20. 1100	



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

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Lane Group EBL EBT WBL WBT NBL NBT SBL SBT SBR	SBR
Lane Configurations ካ ተራ ካ ተራ ካ ተ	7
	85
Future Volume (vph) 80 55 142 77 47 787 69 748 85	85
Turn Type Prot NA Prot NA Prot NA Perm	Perm
Protected Phases 5 2 1 6 3 8 7 4	
Permitted Phases 4	4
Detector Phase 5 2 1 6 3 8 7 4 4	4
Switch Phase	
	12.0
Minimum Split (s) 15.0 20.0 15.0 20.0 15.0 20.0 15.0 20.0 20.0	20.0
	40.0
Total Split (%) 16.7% 22.2% 16.7% 22.2% 16.7% 44.4% 16.7% 44.4% 44.4%	4.4%
Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	4.0
	2.0
	0.0
Total Lost Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0	6.0
	Lag
J I	Yes
Recall Mode None None None None C-Max C-Max	
	46.9
J	0.52
	0.10
	0.2
J	0.0
	0.2
	Α
Approach Delay 35.6 53.1 17.3 17.3	
Approach LOS D D B B	

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 Capacity Utilization 61.7%

Intersection LOS: C ICU Level of Service B

Analysis Period (min) 15

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



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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
Intercection Cummany									

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

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

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	7	†	7	7	∱ ∱	*	∱ ∱	ሻ	∱ î≽	
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 Effct 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	Α	D	А	D	Α	С	В	
Approach Delay		28.8			23.9		8.0		12.7	
Approach LOS		С			С		А		В	

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

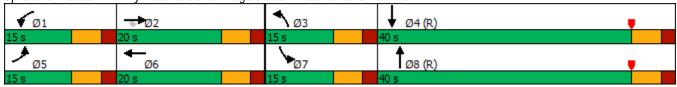
Control Type: Actuated-Coordinated

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



	ᄼ	→	•	•	←	4	†	-	↓
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

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)	2.0	2.0	2.0	2.0	
Total Lost Time (s)					
Lead/Lag		Lead	Lag		
Lead-Lag Optimize?		Yes	Yes		
Recall Mode	None	None		C-Max	
Act Effct Green (s)	NOTIC	NOTIC	C-IVIAX	C-IVIAX	
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay Approach LOS					
Approach LOS					
Intersection Summary					
Cycle Length: 90					
Actuated Cycle Length: 90					
Offset: 0 (0%), Referenced to	phase 4:	:NBSB a	nd 8:NBT	, Start of	Yellow
Natural Cycle: 55	•				
Control Type: Actuated-Coord	dinated				
Maximum v/c Ratio: 0.00					
Intersection Signal Delay: 0.0				ıl	ntersection LOS: A
Intersection Capacity Utilization				Į(CU Level of Service A
Analysis Period (min) 15					
Cultina and Dha Car 5	240511		l. DI		
Splits and Phases: 8: Fry F	ka & Brid	geland C	reek Pkw	у	
₹ ø2	↑ ø:	3	1	√ Ø4 (R)	•
20 s	15 s		55		

†Ø8 (R)

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
Intercaction Cummen				

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

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: 9	00				
Offset: 0 (0%), Reference		SBT and	8:NBSB	, Start of	Yellow
Natural Cycle: 55	•			•	
Control Type: Actuated-C	Coordinated				
Maximum v/c Ratio: 0.00					
Intersection Signal Delay	: 0.0			In	itersection LOS: A
Intersection Capacity Util				IC	CU Level of Service A
Analysis Period (min) 15					
			_		
Splits and Phases: 9: F	Fry Rd & Braz	os 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
Interception Cummen				

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

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 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-Coo	ordinated				
Maximum v/c Ratio: 0.00					
Intersection Signal Delay: 0	0.0			lr	ntersection LOS: A
Intersection Capacity Utiliza	ation 0.0%			[(CU Level of Service A
Analysis Period (min) 15					
Calita and Dhasses 10 F	n, Dd o O	nraac DI-	ao Dhine		
Splits and Phases: 10: F	ry Rd & Cy	press Pla	za 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
Intercaction Cummen				

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	Ť	∱ ∱	ሻ	∱ ∱	7	∱ ∱	ሻ	∱ ∱	
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 Effct 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	Е	С	F	С	Е	В	Е	С	
Approach Delay		34.6		89.3		26.1		25.3	
Approach LOS		С		F		С		С	

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 70

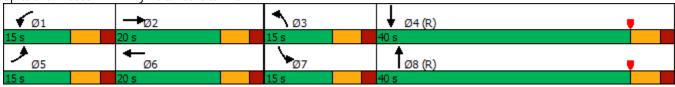
Control Type: Actuated-Coordinated

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

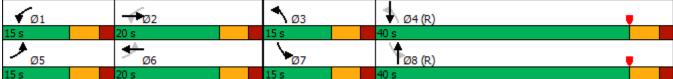


	•	→	•	←	4	†	>	↓	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Protected Phases	5	2	1	6	3	8	7	4	
Permitted Phases									
Minimum Initial (s)	5.0	8.0	5.0	8.0	5.0	12.0	5.0	12.0	
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	
Total Split (s)	15.0	20.0	15.0	20.0	15.0	40.0	15.0	40.0	
Total Split (%)	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 Cummany									

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

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 t	n nhasa 1	·MRSR ar	d 8·NIRS	R Start o	f Vallow				
Natural Cycle: 70	o priase 4	מכטוו.	iu o.ivDS	ט, Start ט	I I CHOW				
Control Type: Actuated-Coo	rdinated								
Maximum v/c Ratio: 0.00	lulliateu								
Intersection Signal Delay: 0.	n			In	tersection	1 OS: A			
Intersection Capacity Utiliza						of Service	Δ		
Analysis Period (min) 15	11011 0.0 /0			IC	O LEVEL	JI JEIVICE	, 11		
miarysis r chou (illiii) 13									

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



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	

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

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 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	nhase 1	MRSR ar	nd 8·NIRS	R Start o	f Vellow				
Natural Cycle: 70	o pridoc 4	iivbob ai	ia o.ivido	D, Start o	1 CHOW				
Control Type: Actuated-Coor	dinated								
Maximum v/c Ratio: 0.00	umateu								
Intersection Signal Delay: 0.0)			In	tersection	110S-A			
Intersection Capacity Utilizat						of Service	Α		
Analysis Period (min) 15	1011 0.070			10	O LOVOI	o. Joi vioc			
raidiyələ i cilod (illil) 13									

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	, T	∱ }	7	↑ ↑	7	↑ ↑	7	↑ ↑	
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 Effct 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	С	Е	В	D	В	Е	Α	
Approach Delay		35.0		38.8		12.9		15.3	
Approach LOS		С		D		В		В	

Cycle Length: 90 Actuated Cycle Length: 90

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

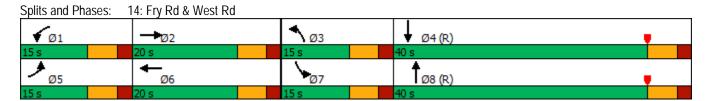
Natural Cycle: 70

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



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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

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 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	nhaca 1	· AZAM·	nd Q·NIRS	R Startin	f Vollow		
Natural Cycle: 55	priase 4	a UCUVII	na o.noo	Jan U	i i Cilow		
Control Type: Actuated-Coord	dinated						
Maximum v/c Ratio: 0.00	umateu						
Intersection Signal Delay: 0.0)			In	tersectio	n LOS: A	
Intersection Capacity Utilizati						of Service	Δ Δ
Analysis Period (min) 15	011 0.0 /0			IC	O LEVEI	OI SCIVICE	, n
Analysis i Gilou (IIIII) 13							
Splits and Phases: 15: Fry	Rd & Mo	rrison Gr	rove Dr				
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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

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

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 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		:NBSB a	nd 8:NBS	B. Start o	f Yellow					
Natural Cycle: 55	i to pridoc ii		0120	27 0 14.1 0						
Control Type: Actuated-Co	ordinated									
Maximum v/c Ratio: 0.00										
Intersection Signal Delay: (0.0			In	tersectio	n LOS: A				
Intersection Capacity Utiliz						of Service				
Analysis Period (min) 15					, _0.01	2 2 2				
, , , , ,										
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)	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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	↑ ↑	1,4	∱ }	ሻ	^	7	1,14	ħβ	
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 Effct 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	С	D	В	Е	Α	Α	D	В	
Approach Delay		32.8		29.1		7.8			17.6	
Approach LOS		С		С		Α			В	

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

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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

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	7	f)	ሻ	f)	7	∱ ∱	7	∱ ∱	
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 Effct 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	С	D	В	D	Α	D	Α	
Approach Delay		28.1		32.7		9.7		13.0	
Approach LOS		С		С		А		В	

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 55

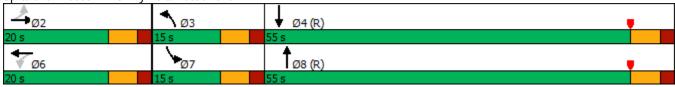
Control Type: Actuated-Coordinated

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



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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

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 a	and 8:NBT	, Start of	Yellow		
Natural Cycle: 55	•						
Control Type: Actuated-Coord	dinated						
Maximum v/c Ratio: 0.00							
Intersection Signal Delay: 0.0)			In	tersectio	n LOS: A	
Intersection Capacity Utilization						of Service	: A
Analysis Period (min) 15							
Splits and Phases: 19: Fry	Rd & Tea	albrook F)r				
	4		л П				
→ø2	15 s	3	55	Ø4 (R)			

†Ø8 (R)

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

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)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
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)	140110	110110	110110	140110	140110	140110	140110	140110	
Actuated g/C Ratio									
v/c Ratio									
Control Delay									
Queue Delay									
Total Delay									
LOS									
Approach Delay									
Approach LOS									
-1.									
Intersection Summary									
Cycle Length: 70									
Actuated Cycle Length: 18									
Natural Cycle: 70									
Control Type: Actuated-Uncod	ordinated								
Maximum v/c Ratio: 0.00									
Intersection Signal Delay: 0.0					tersectior				
Intersection Capacity Utilization	on 0.0%			IC	U Level o	of Service	: A		
Analysis Period (min) 15									
Splits and Phases: 20: Fry	Rd & FM	529							
√ Ø1	→ ø2				₹.	7 3		_ \	Ø4

Ø6

†ø8

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								
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								
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								
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								
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								
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								
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								

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

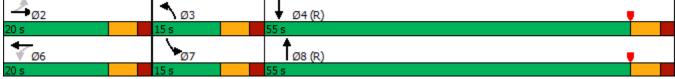
Lane Group	Ø2	Ø3	Ø4	Ø8	
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Turn Type					
Protected Phases	2	3	4	8	
Permitted Phases		<u> </u>	7	U	
Detector Phase					
Switch Phase					
	5.0	3.0	7.0	7.0	
Minimum Initial (s)					
Minimum Split (s)	20.0	15.0	20.0	20.0	
Total Split (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 a	nd 8:NBT	, Start of	Yellow
Natural Cycle: 55					
Control Type: Actuated-Coord	dinated				
Maximum v/c Ratio: 0.00					
Intersection Signal Delay: 0.0)				ntersection LOS: A
Intersection Capacity Utilizati	on 0.0%			[(CU Level of Service A
Analysis Period (min) 15					
Culity and Dhagas, 21, Fry	Dd o His	ıh Ctana	اما		
Splits and Phases: 21: Fry	Rd & Hig	jii Sturie		ı	1
₹ ø2	→ Ø:	3	- 3	√ Ø4 (R)	•
20 s	15 s		55	S	
	I To	3 (R)			
	70 s				

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 Cummen				

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

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	N.1	Yes	Yes	
Recall Mode	Max	None	C-Max	None	None	C-Max	
Act Effet 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	18:NBT, S	Start of Ye	ellow		
Natural Cycle: 55							
Control Type: Actuated-Coord	dinated						
Maximum v/c Ratio: 0.00							
Intersection Signal Delay: 0.0						n LOS: A	
Intersection Capacity Utilization	on 0.0%			IC	:U Level	of Service	e A
Analysis Period (min) 15							
Splits and Phases: 22: Frv	Rd & Hio	ıhland Cr	eek Ranc	h Dr/Arbo	r Creek	Dr	

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

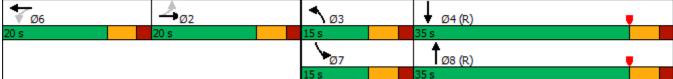


Lana Craun	αn	αn	C A	α.	αz	αn
Lane Group	Ø2	Ø3	Ø4	Ø6	Ø7	Ø8
Protected Phases	2	3	4	6	7	8
Permitted Phases						
Minimum Initial (s)	5.0	3.0	14.0	5.0	5.0	14.0
Minimum Split (s)	20.0	15.0	20.0	20.0	15.0	20.0
Total Split (s)	20.0	15.0	55.0	20.0	15.0	55.0
Total Split (%)	22%	17%	61%	22%	17%	61%
Maximum Green (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
15.11 70110 101111 0000	IVIGATA	Owb		11010	Onip	

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

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		SRT and	18·NRT 9	Start of Ye	allow	
Natural Cycle: 75	a to pridoc i	ODT UIT	20.1101,	Start of To	SIIOW	
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.00	. c. amatoa					
Intersection Signal Delay:	0.0			In	tersectio	n LOS: A
Intersection Capacity Utiliz						of Service
Analysis Period (min) 15					20.01	2. 23.1100
randigolo i onod (min) io						
Splits and Phases: 23: I	Fry Rd & Sto	ckton Fa	alls Dr/Lak	e Stockto	n Falls Γ)r
- Zo. 1	1 4		5 1/ Edit		and L	



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
Interception Cummens						

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

	ᄼ	-	•	←	1	†	-	ļ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	J.	↑ ↑	7	∱ }	7	↑ ↑	7	∱ }	
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 Effct 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	Е	С	F	С	Е	С	F	С	
Approach Delay		48.1		78.6		28.6		50.1	
Approach LOS		D		Е		С		D	

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



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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	
l									

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

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	nhaco 1	CRT and	√Q·NIRT (Start of Vo	allow		
Natural Cycle: 55	priase 4.	.SDT and	, 1 O.ND1,	otait of To	SHOW		
Control Type: Actuated-Coord	dinated						
Maximum v/c Ratio: 0.00	umateu						
Intersection Signal Delay: 0.0				In	itoreactio	n LOS: A	
Intersection Capacity Utilizati						of Service	Δ Λ
Analysis Period (min) 15	011 0.0 /0			IC.	O LEVEL	UI JUIVICE	, π
Anarysis i Gilou (iiiii) 13							
Splits and Phases: 25: Fry	Rd & Pla	ntation (Grove Trl				
♣ ø2	↑ ø:	3		Ø4 (R)			

↑_{Ø8 (R)}

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

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%), Reference		:SBT and	8:NBT, 9	Start of Ye	ellow	
Natural Cycle: 55			,			
Control Type: Actuated-Co	oordinated					
Maximum v/c Ratio: 0.00						
Intersection Signal Delay:	0.0			In	tersectio	n LOS: A
Intersection Capacity Utiliz				IC	:U Level	of Service
Analysis Period (min) 15						
Splits and Phases: 26:	Fry Rd & Co	Idfield Dr				

₩ Ø4 (R)

†Ø8 (R)

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

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 t	o phase 4	:SBT and	1 8:NBT . 9	Start of Ye	ellow				
Natural Cycle: 55	- pdoo 11	. 32 . and							
Control Type: Actuated-Coor	rdinated								
Maximum v/c Ratio: 0.00	· umatou								
Intersection Signal Delay: 0.	.0			In	tersectio	n LOS: A			
Intersection Capacity Utilizat						of Service	A		
Analysis Period (min) 15				10	2 20101	2. 2011100			

₩ Ø4 (R)

↑Ø8 (R)

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

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	J.	∱ }	¥	↑ ↑	¥	↑ ↑	7	↑ ↑	
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 Effct 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	С	С	С	D	С	D	В	
Approach Delay		35.6		24.1		21.5		18.4	
Approach LOS		D		С		С		В	

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

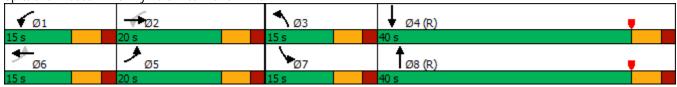
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 22.0 Intersection Capacity Utilization 63.8% ICU Level of Service B

Analysis Period (min) 15

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



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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	

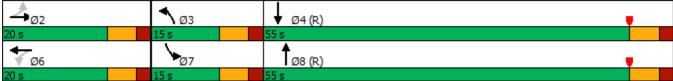
Intersection Summary Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow Control Type: Actuated-Coordinated

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	18:NBT S	Start of Ye	ellow		
Natural Cycle: 55	to pridoo ii	.cb. and		run on 10			
Control Type: Actuated-Coc	ordinated						
Maximum v/c Ratio: 0.00	J. amatou						
Intersection Signal Delay: 0	0			In	tersectio	n LOS: A	
Intersection Capacity Utiliza						of Service	
Analysis Period (min) 15	2011 0.070			10	C LCVCI	OI OCIVIC	
raidiyələ i Gilou (illiii) 13							
Splits and Dhases: 20: Eu	n, Dd 9 Mi	ndu Ctan	o Dr				

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

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		:SBT and	8:NBSB	, Start of	Yellow				
Natural Cycle: 55	•								
Control Type: Actuated-Co	oordinated								
Maximum v/c Ratio: 0.00									
Intersection Signal Delay:	0.0			Ir	ntersection LOS: A				
Intersection Capacity Utiliz				IC	CU Level of Service A				
Analysis Period (min) 15									
Splits and Phases: 30:	Fry Rd & Wi	ndstone N	Manor Blv	/d					

Ø8 (R)

Ø4 (R)

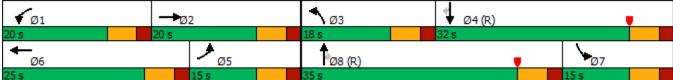
Lane Group	Ø4	Ø6	Ø7	Ø8
Protected Phases	4	6	7	8
Permitted Phases				
Minimum Initial (s)	12.0	6.0	5.0	12.0
Minimum Split (s)	20.0	20.0	15.0	20.0
Total Split (s)	70.0	20.0	15.0	55.0
Total Split (%)	78%	22%	17%	61%
Maximum Green (s)	64.0	14.0	9.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	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

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		4 CDT	LOND	- CI I 1	\				
Offset: 70 (78%), Referenced	to phase	e 4:5BT a	na 8:NR	i, Start of	Yellow				
Natural Cycle: 70									
Control Type: Actuated-Coord	dinated								
Maximum v/c Ratio: 0.00						100.4			
Intersection Signal Delay: 0.0					tersection		_		
Intersection Capacity Utilizati	on 0.0%			IC	CU Level	of Service	e A		
Analysis Period (min) 15									
Splits and Phases: 31: Fry	Rd & Cla	ny Rd							



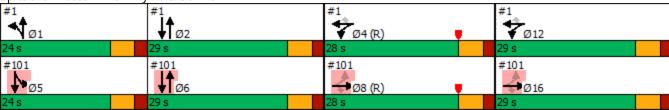
Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	
Protected Phases	1	2	3	4	5	6	7	8	
Permitted Phases									
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	12.0	5.0	12.0	
Minimum Split (s)	15.0	20.0	15.0	20.0	15.0	20.0	15.0	20.0	
Total Split (s)	20.0	20.0	18.0	32.0	15.0	25.0	15.0	35.0	
Total Split (%)	22%	22%	20%	36%	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

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 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: 11	0								
Offset: 0 (0%), Referenced		WBTL a	nd 8:, Sta	rt of Yello	W				
Natural Cycle: 75									
Control Type: Actuated-Co	ordinated								
Maximum v/c Ratio: 0.00									
Intersection Signal Delay: (0.0			In	tersectio	n LOS: A			
Intersection Capacity Utiliz				IC	U Level	of Service	A		
Analysis Period (min) 15									

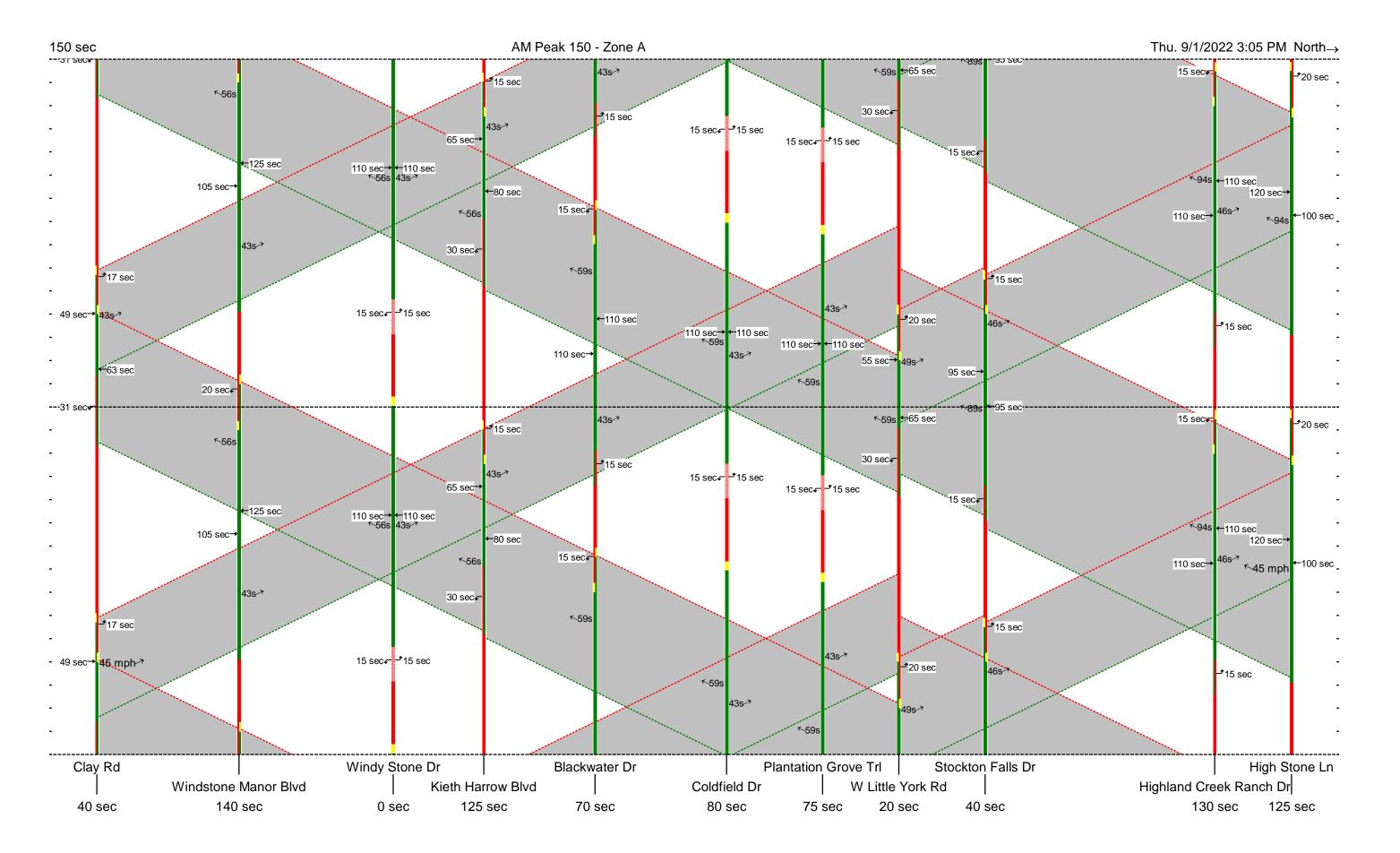
Splits and Phases: 101: Fry Rd & US 290 EBFR

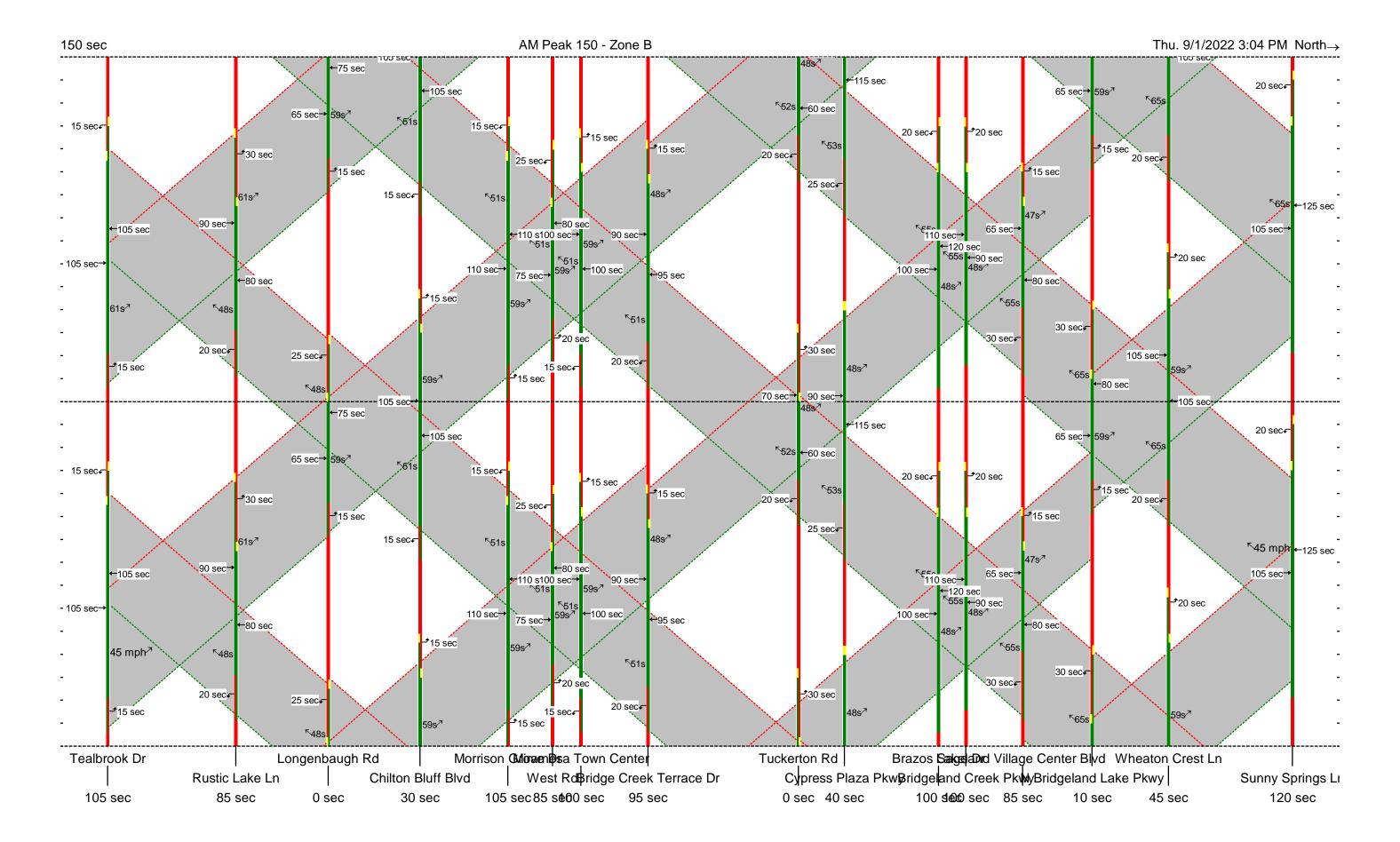


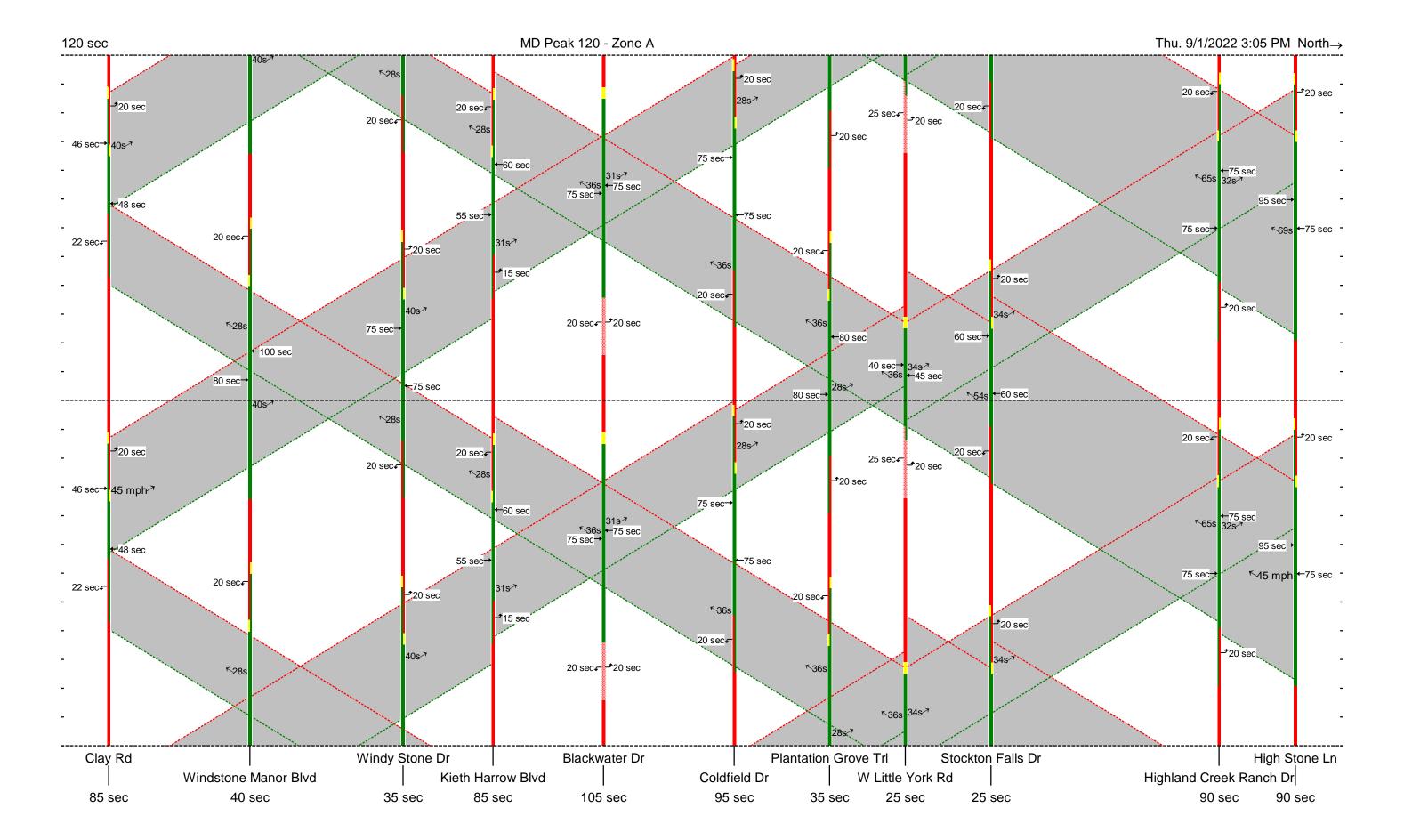
Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16	
Protected Phases	1	2	4	5	6	8	12	16	
Permitted Phases									
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	4.0	4.0	
Minimum Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	20.0	20.0	
Total Split (s)	24.0	29.0	28.0	24.0	29.0	28.0	29.0	29.0	
Total Split (%)	22%	26%	25%	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	
Interception Cummen									

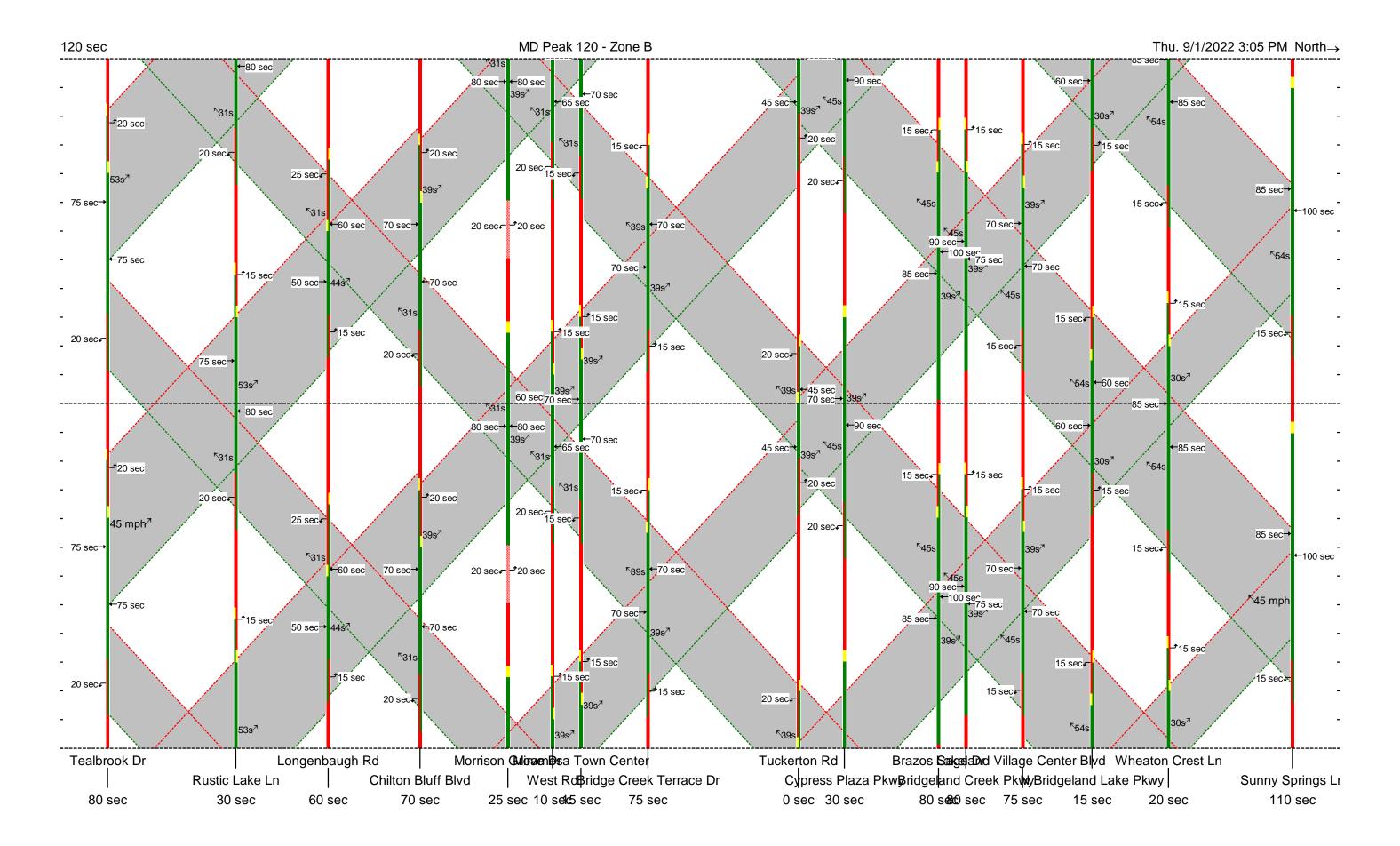
Intersection Summary

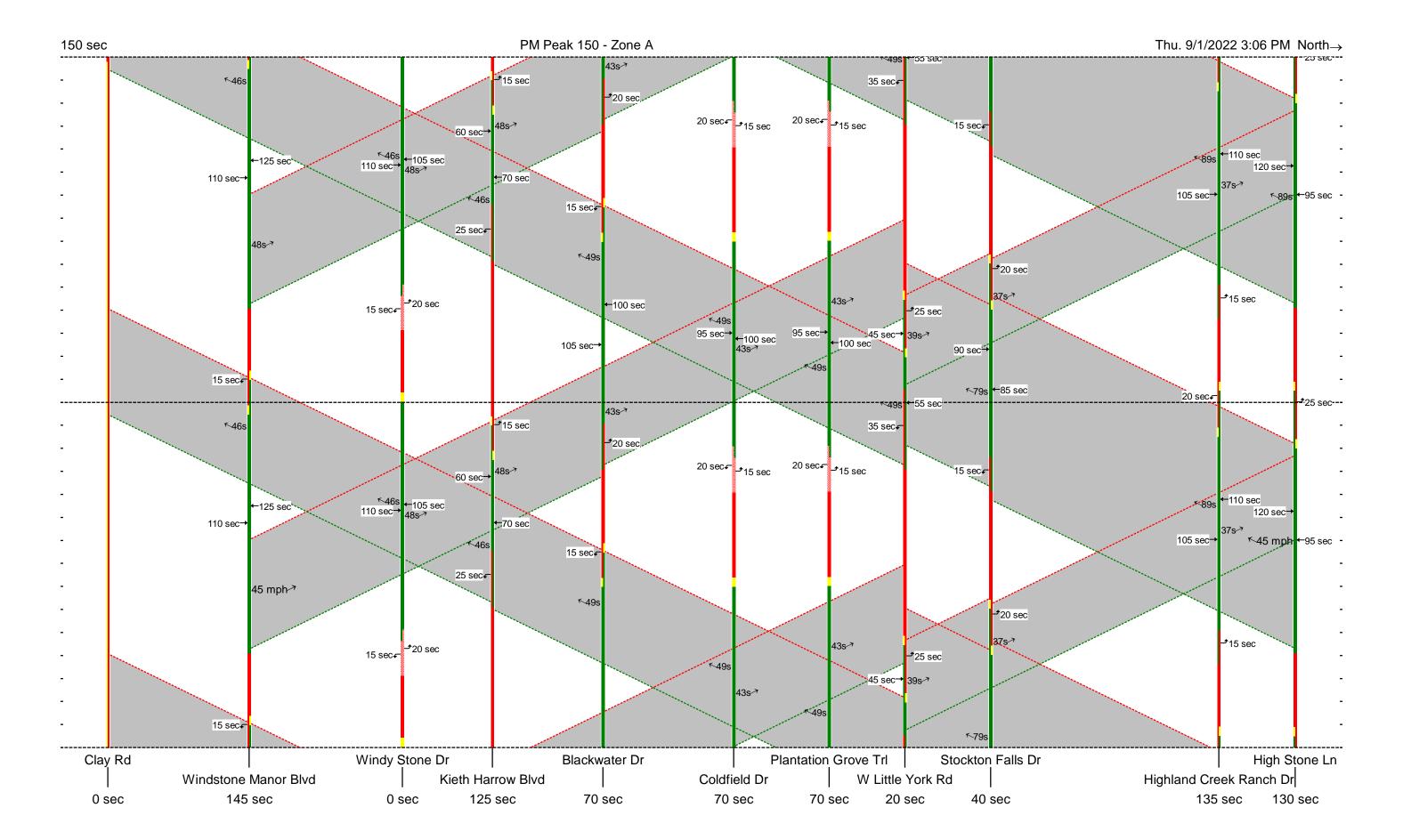
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:, Start of Yellow Control Type: Actuated-Coordinated

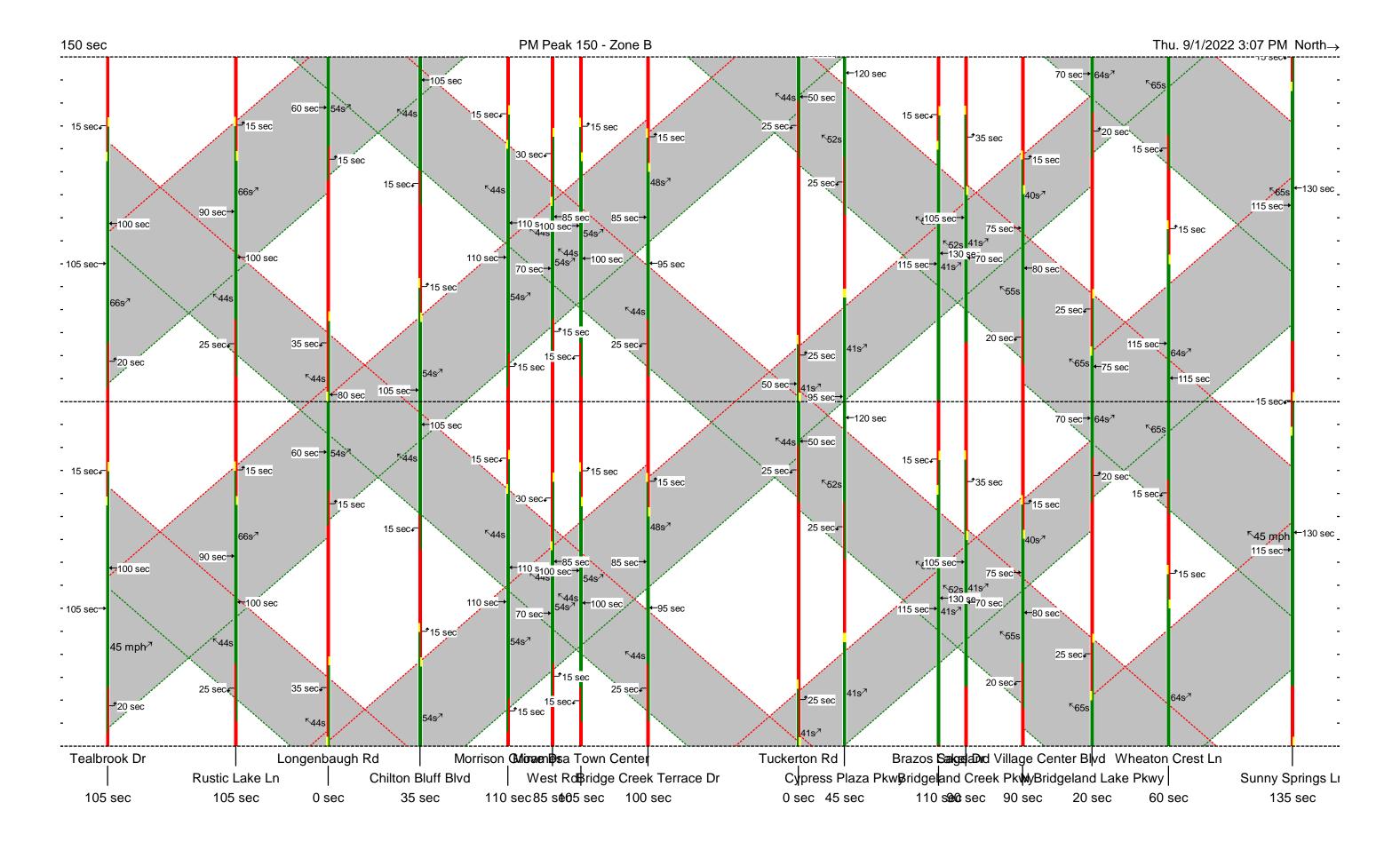


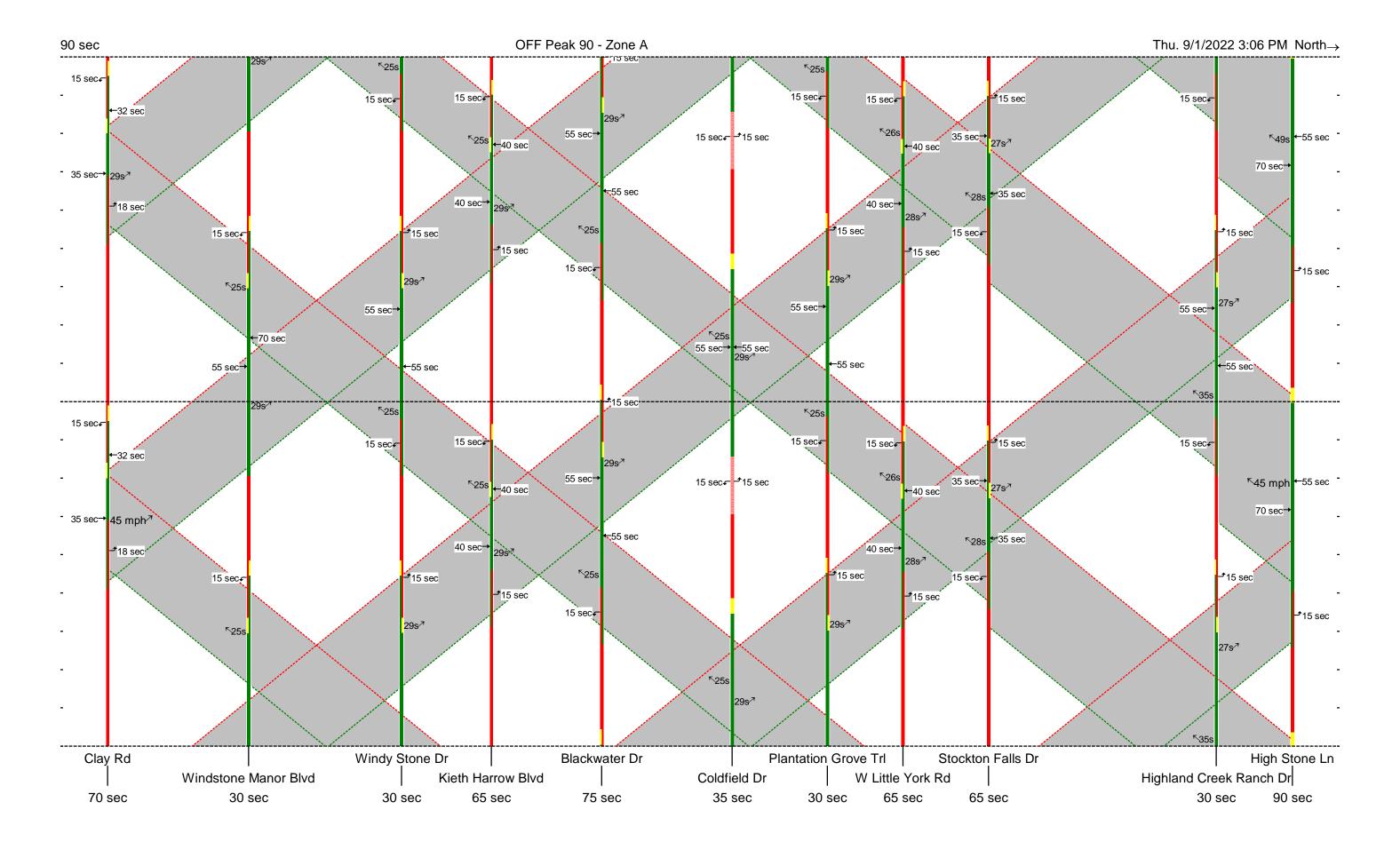


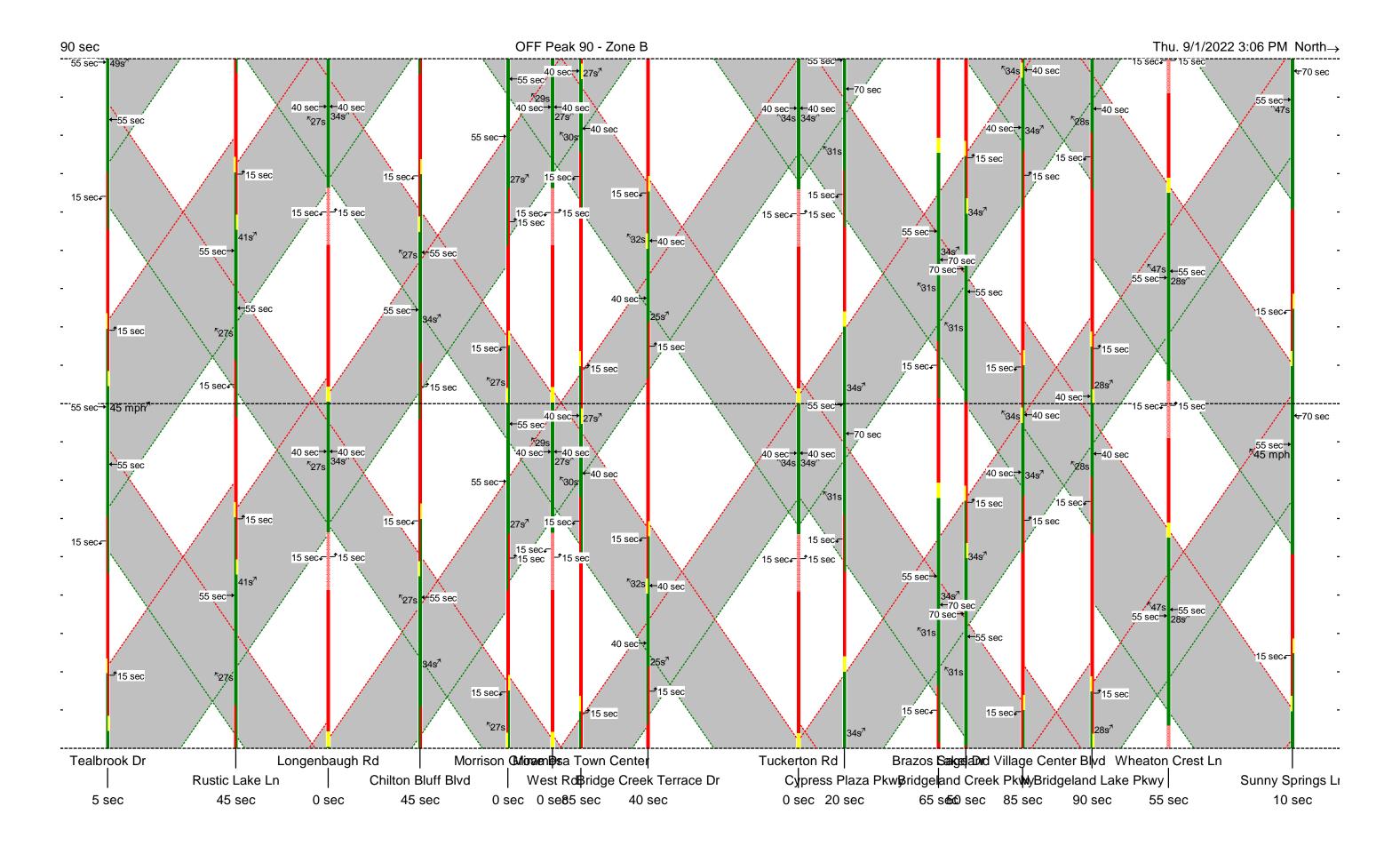














Appendix D: Summary Timing Sheets

KHA 067420017 September 2022



Summary Timing Sheet and Phasing Diagram

For Fry Rd @ Mound Rd & House & Hahl Rd



NOTES

OMITTED PHASES:
OVERLAPS:

COORDINATED PHASES: N/A

 \$\frac{1}{2} \omega \frac{1}{2} \omega

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

	COOKERITATION TIMES SALA												
				SPLITS									
PLAN	CYCLE	OFFSET	SEQ	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8		
1			. ,										
2				Λ									
3								Ī					
4													
5													
6													

TIME OF DAY (TOD) SCHEDULE:

DAY TIME PLAN DAY TIME PLAN



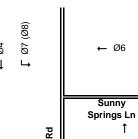
Summary Timing Sheet and Phasing Diagram For Fry Rd @ Sunny Springs Ln



1 **8**0

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														

DAY	<u>TIME</u>	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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

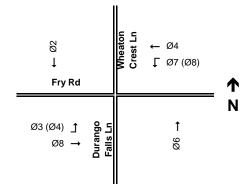
Fry Rd @ Wheaton Crest Ln & Durango Falls Ln



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	<u>TIME</u>	<u>PLAN</u>	DAY	<u>TIME</u>	<u>PLAN</u>
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			

EXHIBIT D-5



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

← Ø6 Ţ Ø1 N Bridgeland Lake Pkwy Cypress N Houston Ν Rd Ø5 j ← ↑ 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												

DAY	TIME	<u>PLAN</u>	DAY	<u>TIME</u>	<u>PLAN</u>
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												

<u>DAY</u>	TIME	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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			



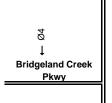
Summary Timing Sheet and Phasing Diagram For Fry Rd @ Bridgeland Creek Pkwy



NOTES

 OMITTED PHASES:
 Ø1, Ø5, Ø6, Ø7

 OVERLAPS:
 COORDINATED PHASES:
 Ø4+Ø8



Ø2 → ₹

Ø3 (Ø4) 1

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	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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			

EXHIBIT D-8



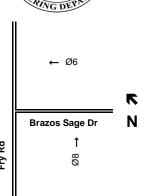
Summary Timing Sheet and Phasing Diagram For

Fry Rd @ Brazos Sage Dr

NOTES

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

(80) 40 🐧



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												

DAY	TIME	<u>PLAN</u>	<u>DAY</u>	TIME	<u>PLAN</u>
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			



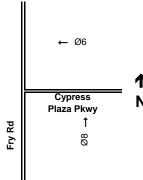
Summary Timing Sheet and Phasing Diagram For Fry Rd @ Cypress Plaza Pkwy



NOTES

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

(80) \(\tilde{Q} \)



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												

DAY	TIME	<u>PLAN</u>	DAY	<u>TIME</u>	<u>PLAN</u>
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

70	← Ø6 Γ Ø1	^
Ø2 → R Ø2 → R	€ 80 \$ ± 80	N

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											

DAY	TIME	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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			



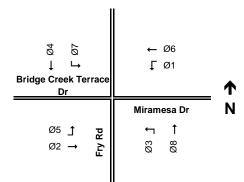
Summary Timing Sheet and Phasing Diagram For Fry Rd @ Bridge Creek Terrace Dr & Miramesa Dr



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												

DAY	TIME	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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			

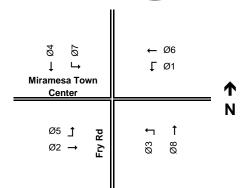


Fry Rd @ Miramesa Town Center



NOTES

OMITTED PHASES:	
OVERLAPS:	
COORDINATED PHASES:	



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

							SPL	LITS			
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											

DAY	TIME	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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			



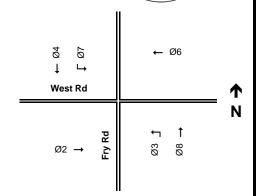
Summary Timing Sheet and Phasing Diagram For Fry Rd @ West Rd

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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

							SPL	LITS			
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											

DAY	TIME	<u>PLAN</u>	DAY	<u>TIME</u>	<u>PLAN</u>
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

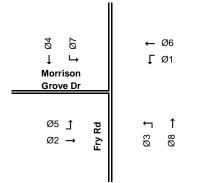


NOTES

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

							SPL	LITS			
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											

DAY	TIME	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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			



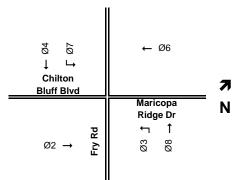
For Fry Rd @ Chilton Bluff Blvd & Maricopa Ridge Dr



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

							SPL	LITS			
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											

DAY	TIME	<u>PLAN</u>	DAY	<u>TIME</u>	<u>PLAN</u>
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			



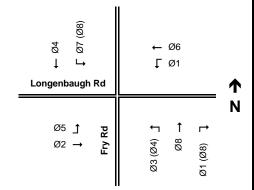
Summary Timing Sheet and Phasing Diagram For Fry Rd @ Longenbaugh Rd



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													

DAY	<u>TIME</u>	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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

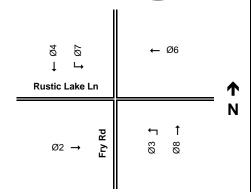


NOTES

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												

DAY	<u>TIME</u>	<u>PLAN</u>	DAY	<u>TIME</u>	<u>PLAN</u>
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			



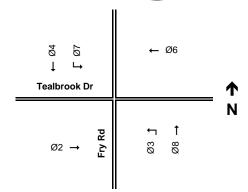
Fry Rd @ Tealbrook Dr



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												

DAY	TIME	<u>PLAN</u>	DAY	<u>TIME</u>	<u>PLAN</u>
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			



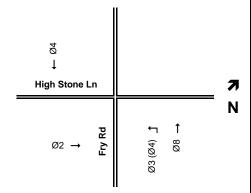
Summary Timing Sheet and Phasing Diagram For Fry Rd @ High Stone Ln



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													

DAY	TIME	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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			



For

Fry Rd @ Arbor Creek Dr & Highland Creek Ranch Dr



NOTES

OMITTED PHASES:
OVERLAPS:

COORDINATED PHASES: Ø4+Ø8

Highland Creek Ranch Dr

PB Arbor Creek Dr

N

Ø2 → LA S S S S S

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												

DAY	TIME	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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			



For Rd @ Stockton

Fry Rd @ Stockton Falls Dr & Cannon Fire Dr

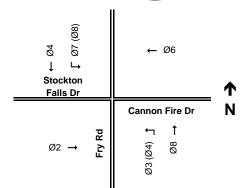


NOTES

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												

DAY	TIME	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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			



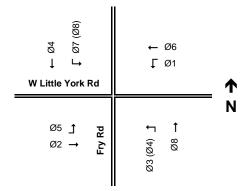
Summary Timing Sheet and Phasing Diagram For Fry Rd @ W Little York Rd



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												

DAY	TIME	<u>PLAN</u>	DAY	<u>TIME</u>	<u>PLAN</u>
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			



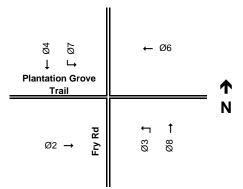
Fry Rd @ Plantation Grove Trail



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											

DAY	TIME	<u>PLAN</u>	DAY	<u>TIME</u>	<u>PLAN</u>
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			



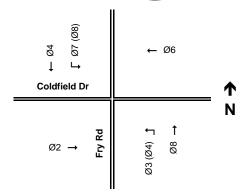
Summary Timing Sheet and Phasing Diagram For Fry Rd @ Coldfield Dr



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												

DAY	TIME	<u>PLAN</u>	DAY	<u>TIME</u>	<u>PLAN</u>
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			



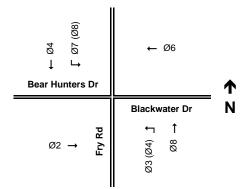
For Fry Rd @ Bear Hunters Dr & Blackwater Dr



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												

DAY	TIME	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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

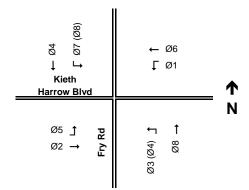


NOTES

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													

DAY	TIME	<u>PLAN</u>	<u>DAY</u>	TIME	<u>PLAN</u>
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			



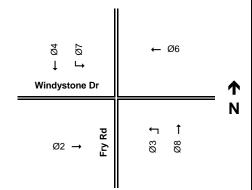
Summary Timing Sheet and Phasing Diagram For Fry Rd @ Windystone Dr



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													

<u>DAY</u>	TIME	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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			



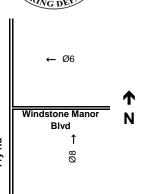
Fry Rd @ Windstone Manor Blvd



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											

DAY	TIME	<u>PLAN</u>	DAY	TIME	<u>PLAN</u>
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			