Volume 2 – Appendix

CityPlace PD 375 1B

Dallas, Texas

May 29, 2018

Kimley-Horn and Associates, Inc.
Dallas, Texas

Project #063000036
Registered Firm F-928

Kimley»Horn

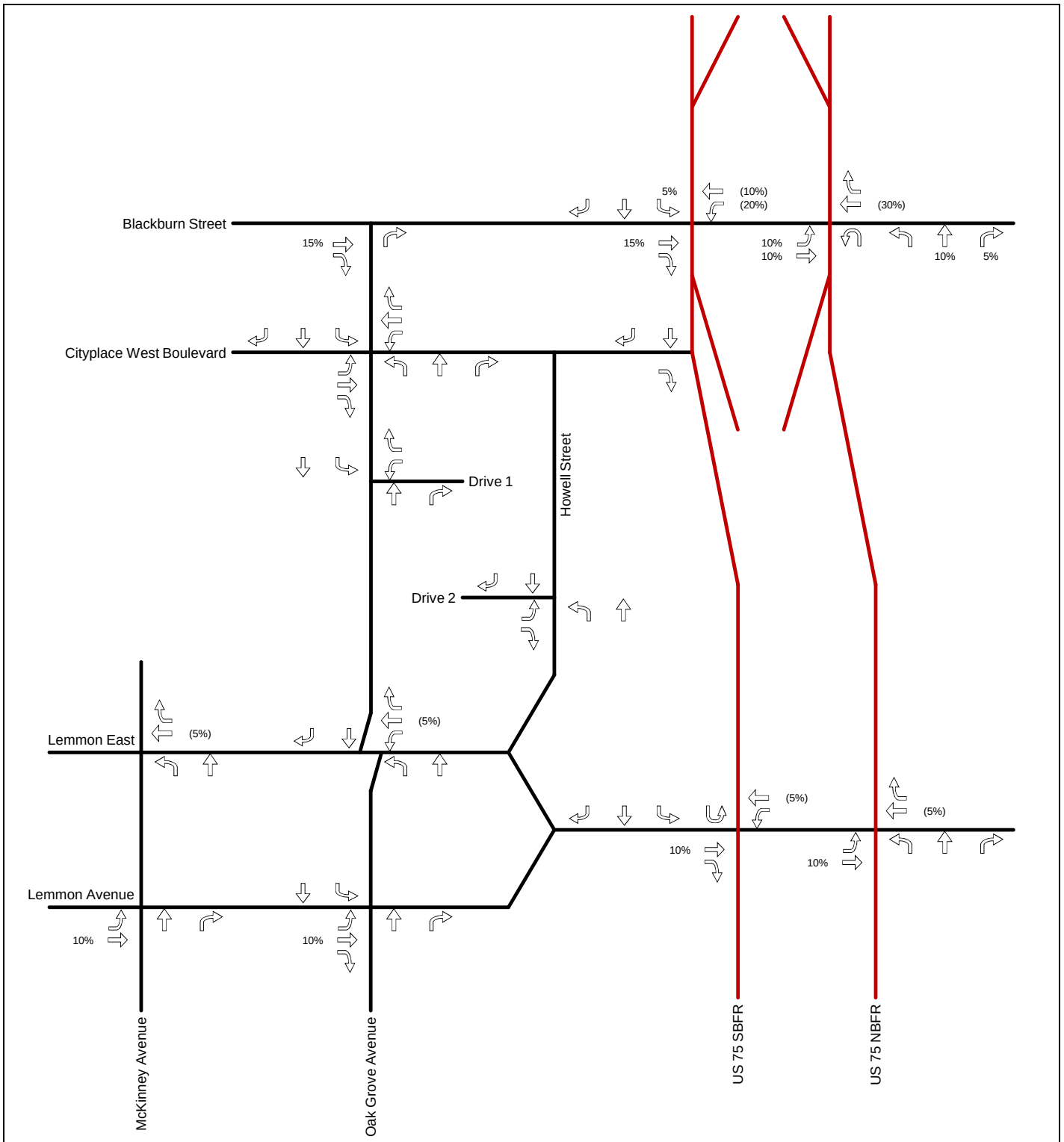


EXHIBIT A1

Trip Distribution and Traffic Assignment: NEC Haskell Site

Cityplace PD 375 1B - Dallas, Texas

Kimley»Horn

LEGEND:

X% (Y%)

X% = Percentage of Inbound Site-Generated Traffic

(Y%) = Percentage of Outbound Site-Generated Traffic

North

Not To Scale

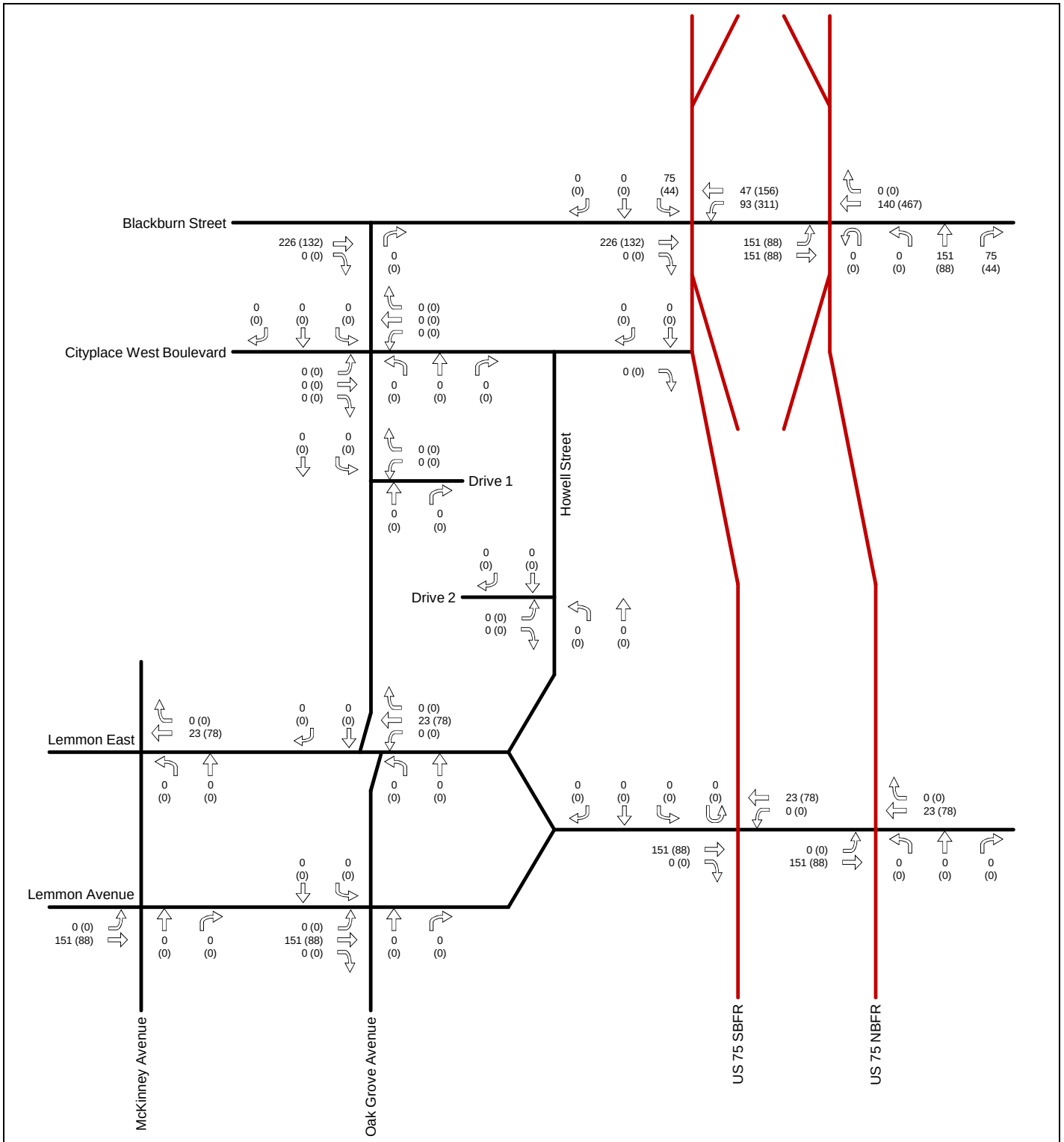


EXHIBIT A2

Site-Generated Traffic Volumes: NEC Haskell Site

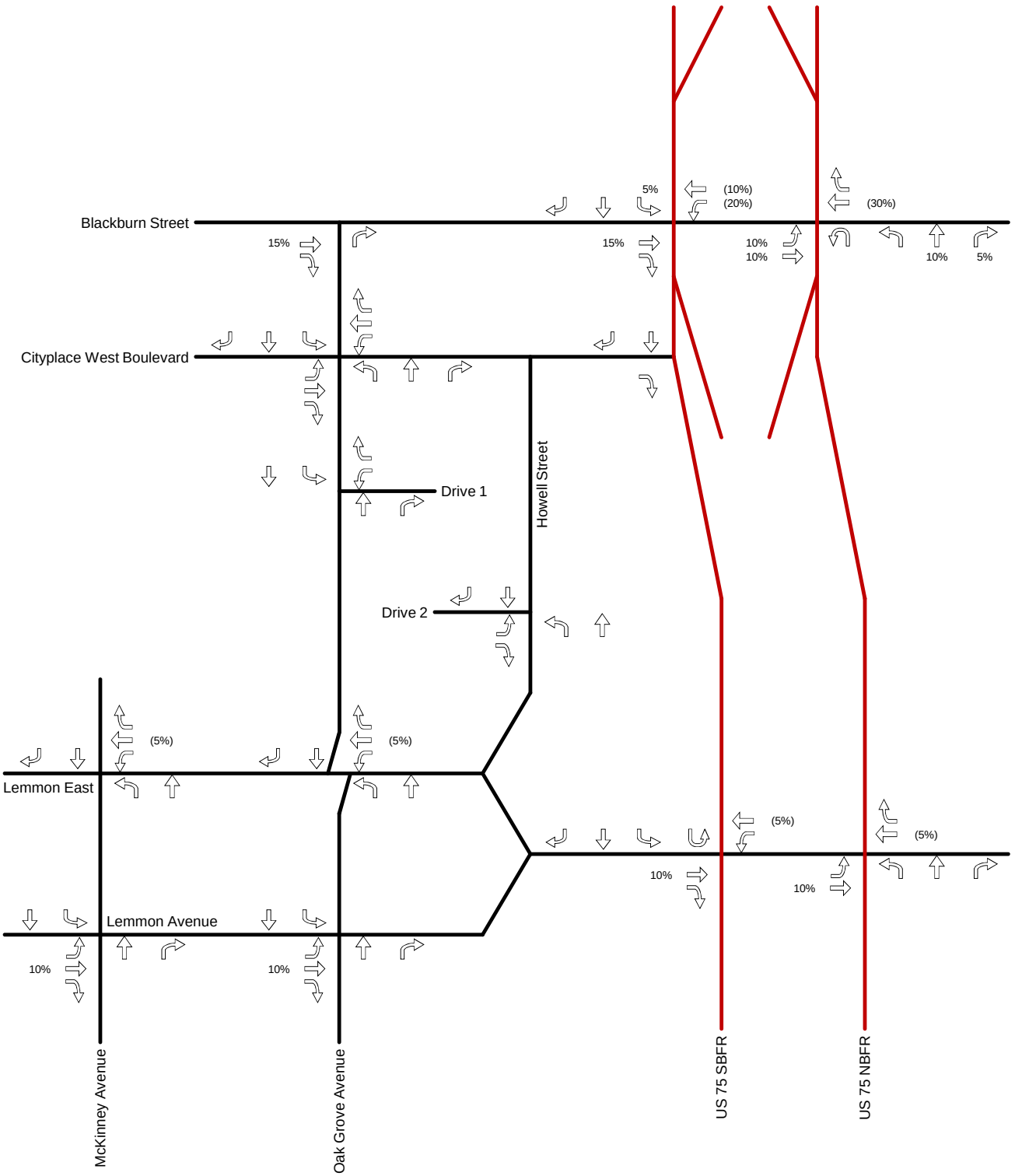
Cityplace PD 375 1B - Dallas, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Weekday AM Peak Hour Turning Movements
Y = Weekday PM Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale



LEGEND:
X% (Y%)
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic

EXHIBIT A3

Trip Distribution and Traffic Assignment: NEC Haskell Site: McKinney Two-Way Conversion

Cityplace PD 375 1B - Dallas, Texas

Kimley»Horn

North

Not To Scale

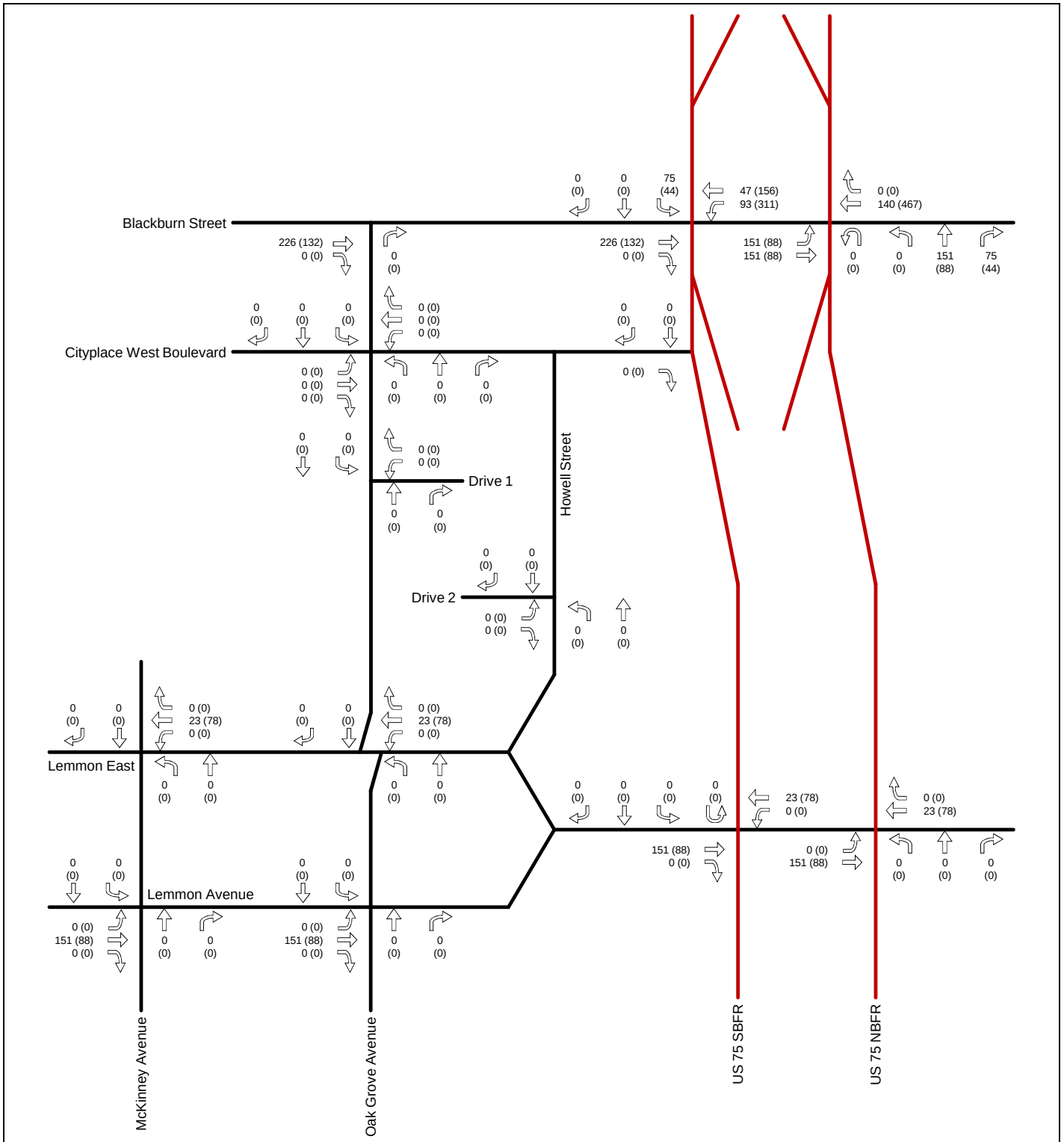


EXHIBIT A4

Site-Generated Traffic Volumes: NEC Haskell Site: McKinney Two-Way Conversion

Cityplace PD 375 1B - Dallas, Texas

Kimley»Horn

Kimley»Horn

TRAFFIC COUNTS AND HISTORICAL DATA

Cityplace PD 375, Subdistrict B - Dallas, Texas
Historical Link Volumes and Growth Rates

Eastbound Lemmon Avenue						
Record	**Year**	**Link Start**	**Link End**	**Source**	**24-Hour Volume**	**Annual Growth Rate**
1	1999	McKinney Avenue	US 75 SBFR	TxDOT	22,217	-
2	2004	McKinney Avenue	US 75 SBFR	TxDOT	22,928	0.6%
3	2009	McKinney Avenue	US 75 SBFR	TxDOT	23,719	0.7%
4	2014	McKinney Avenue	US 75 SBFR	TxDOT	28,485	3.7%
5	2018	McKinney Avenue	US 75 SBFR	KHA	24,131	-4.1%
					Average Growth 1999 - 2018:	**0.83%**

Westbound Lemmon Avenue East						
Record	**Year**	**Link Start**	**Link End**	**Source**	**24-Hour Volume**	**Annual Growth Rate**
1	2005	US 75 SBFR	McKinney Avenue	TxDOT	21,729	-
2	2011	US 75 SBFR	McKinney Avenue	TxDOT	18,293	-2.8%
3	2012	US 75 SBFR	McKinney Avenue	TxDOT	20,423	11.6%
4	2013	US 75 SBFR	McKinney Avenue	TxDOT	19,502	-4.5%
5	2014	US 75 SBFR	McKinney Avenue	TxDOT	22,341	14.6%
6	2015	US 75 SBFR	McKinney Avenue	TxDOT	21,205	-5.1%
7	2016	US 75 SBFR	McKinney Avenue	TxDOT	23,681	11.7%
8	2018	US 75 SBFR	McKinney Avenue	KHA	20,928	-6.0%
					Average Growth 2005 - 2018:	**0.42%**

McKinney Avenue						
Record	**Year**	**Link Start**	**Link End**	**Source**	**24-Hour Volume**	**Annual Growth Rate**
1	1999	Lemmon Avenue	Lemmon Avenue East	TxDOT	11,054	-
2	2004	Lemmon Avenue	Lemmon Avenue East	TxDOT	11,523	0.8%
3	2014	Lemmon Avenue	Lemmon Avenue East	TxDOT	12,419	0.8%
					Average Growth 1999 - 2014:	**0.78%**

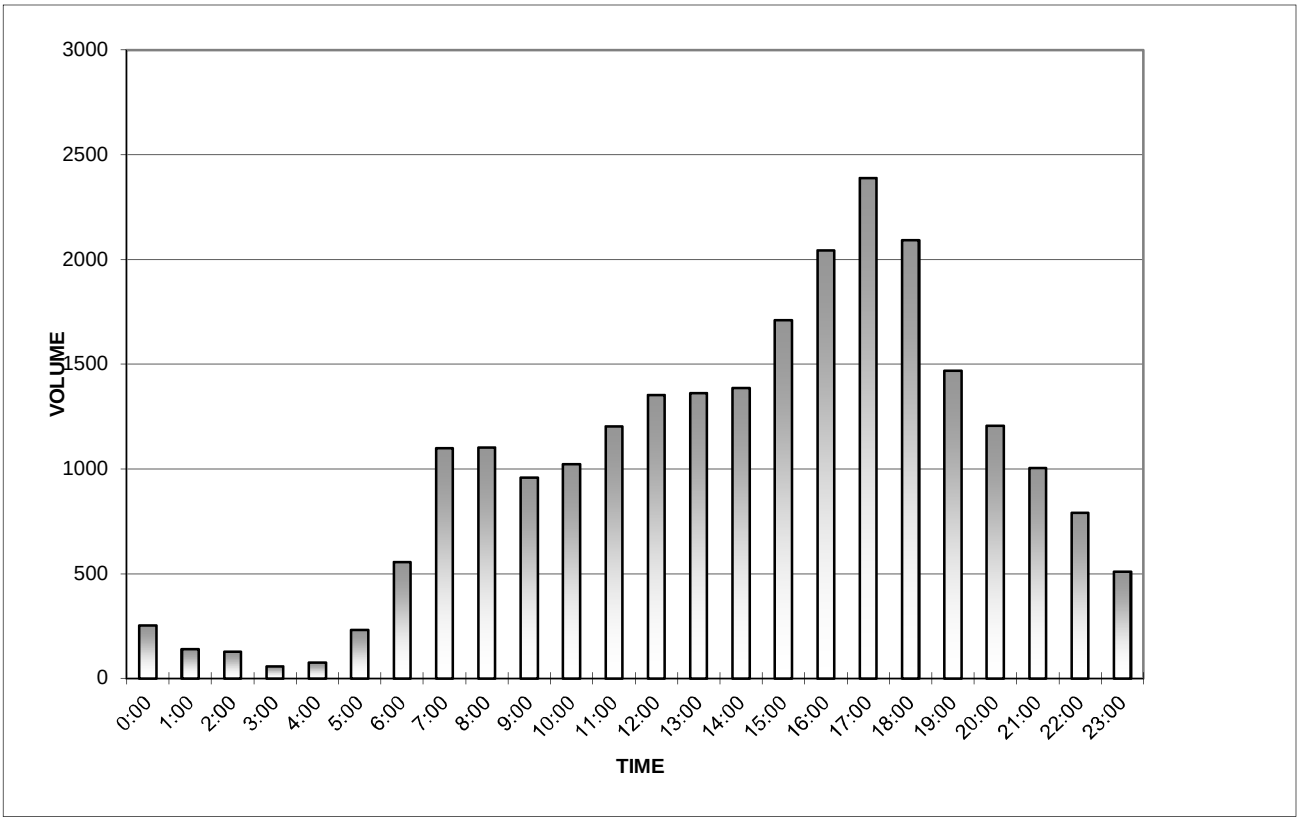
Oak Grove Avenue						
Record	**Year**	**Link Start**	**Link End**	**Source**	**24-Hour Volume**	**Annual Growth Rate**
1	2018	Citypleace West Boulevard	Lemmon Avenue East	KHA	1,289	-

EB Lemmon Avenue West of US 75

Date Began:
5/9/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	92	71	50	39	252
1:00	36	42	34	27	139
2:00	33	38	32	24	127
3:00	13	14	16	13	56
4:00	22	16	21	17	76
5:00	44	47	55	85	231
6:00	94	124	148	190	556
7:00	218	300	281	300	1099
8:00	272	283	262	285	1102
9:00	229	246	254	230	959
10:00	247	276	266	234	1023
11:00	293	308	276	326	1203
12:00	332	373	318	331	1354
13:00	324	340	349	348	1361
14:00	328	348	349	360	1385
15:00	388	417	422	483	1710
16:00	460	492	512	579	2043
17:00	566	623	597	604	2390
18:00	548	556	493	494	2091
19:00	362	392	392	322	1468
20:00	314	313	305	273	1205
21:00	282	266	246	209	1003
22:00	218	224	170	178	790
23:00	155	110	130	113	508
				TOTAL:	24131

The A.M. peak hour from 7:15 to 8:15 is 1153
The P.M. peak hour from 17:00 to 18:00 is 2390

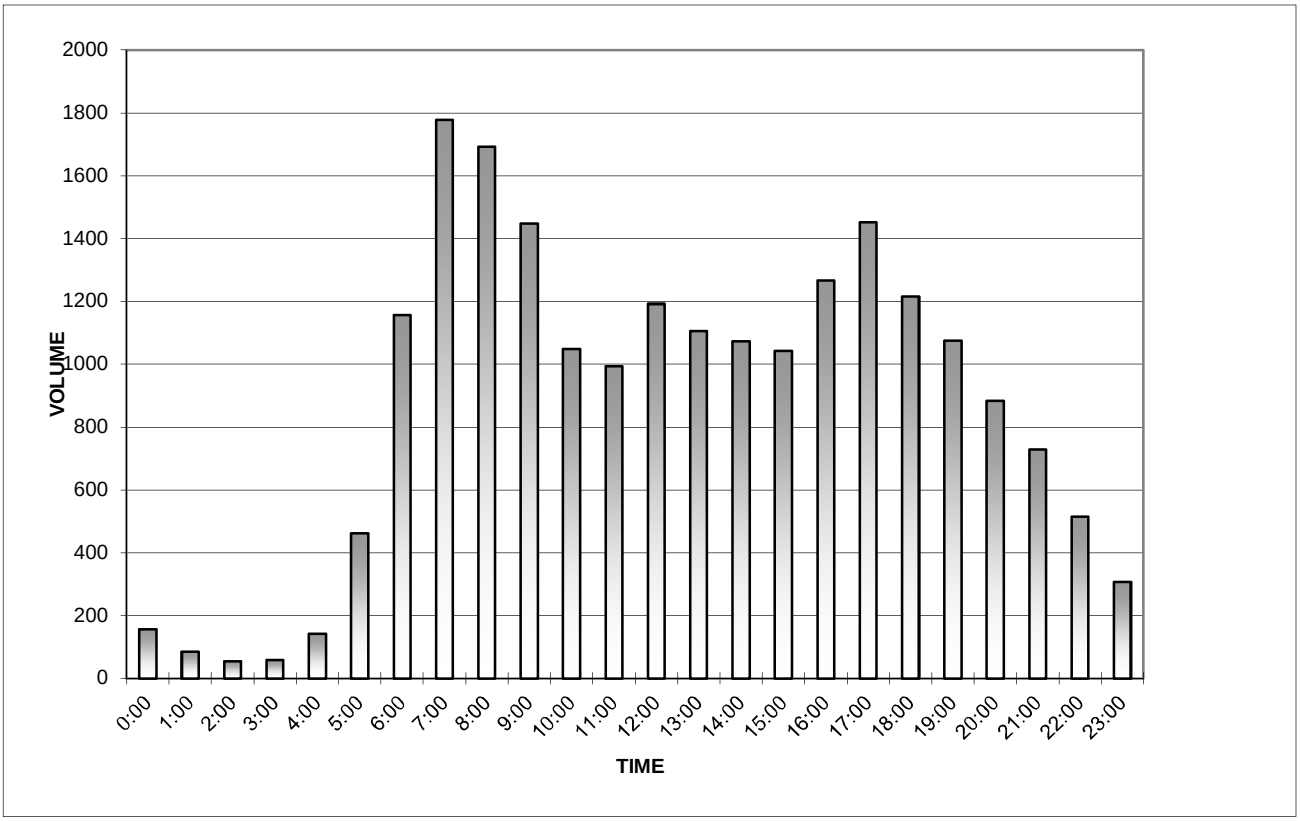


WB Lemmon Avenue West of US 75

Date Began:
5/9/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	50	38	37	32	157
1:00	26	24	22	13	85
2:00	18	10	20	7	55
3:00	10	15	16	18	59
4:00	16	30	48	48	142
5:00	53	104	119	185	461
6:00	190	238	315	414	1157
7:00	413	436	466	462	1777
8:00	432	424	410	426	1692
9:00	394	364	359	331	1448
10:00	276	251	266	255	1048
11:00	200	254	247	292	993
12:00	305	268	325	294	1192
13:00	316	260	260	269	1105
14:00	268	280	278	247	1073
15:00	250	244	266	282	1042
16:00	312	281	333	341	1267
17:00	374	340	370	368	1452
18:00	345	304	272	295	1216
19:00	280	283	283	228	1074
20:00	229	222	218	215	884
21:00	199	186	176	167	728
22:00	150	125	122	118	515
23:00	112	76	56	62	306
				TOTAL:	20928

The A.M. peak hour from 7:15 to 8:15 is 1796
The P.M. peak hour from 17:00 to 18:00 is 1452

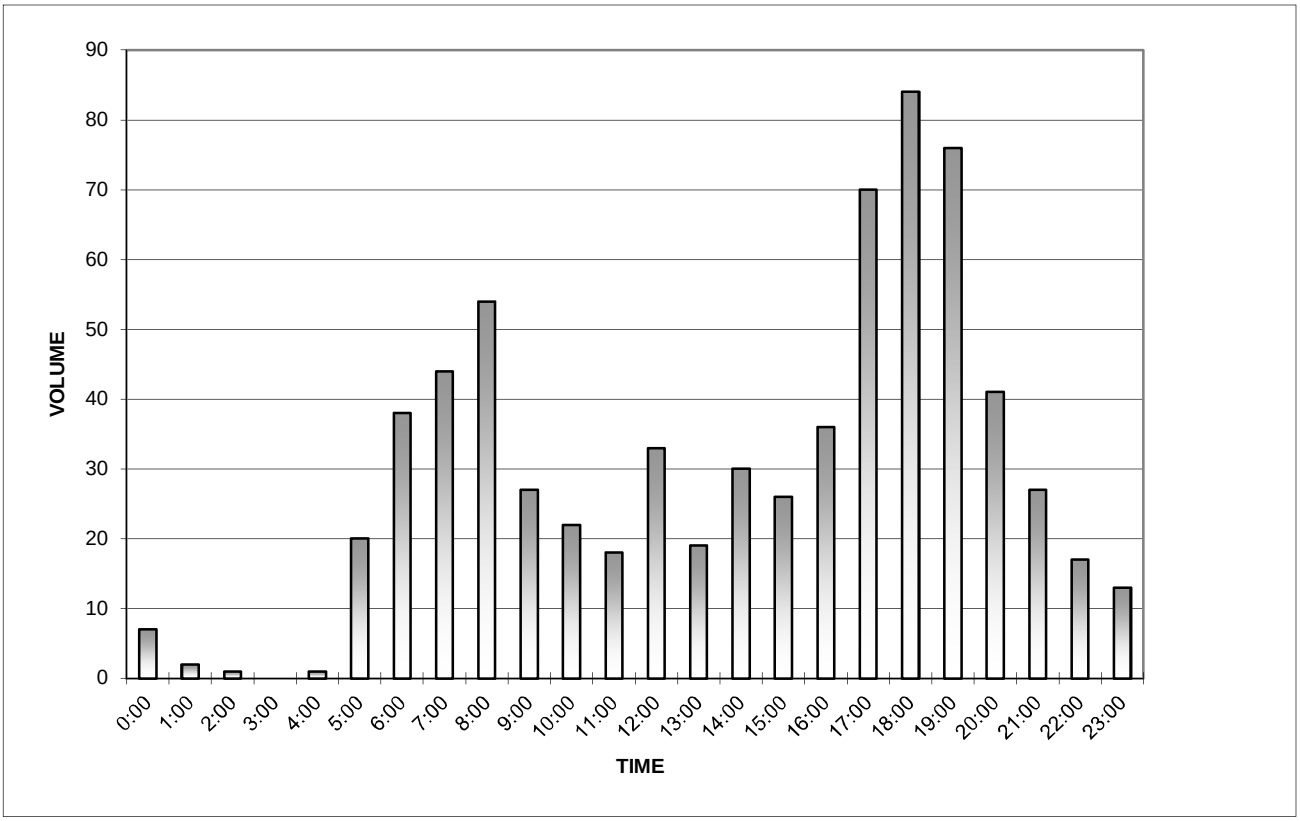


NB Oak Grove Avenue North of Lemmon Avenue E

Date Began:
5/9/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	2	1	2	2	7
1:00	0	2	0	0	2
2:00	0	1	0	0	1
3:00	0	0	0	0	0
4:00	0	0	0	1	1
5:00	4	4	1	11	20
6:00	12	7	7	12	38
7:00	12	14	12	6	44
8:00	8	22	11	13	54
9:00	12	4	4	7	27
10:00	8	4	5	5	22
11:00	4	5	4	5	18
12:00	10	4	6	13	33
13:00	6	6	5	2	19
14:00	6	11	8	5	30
15:00	7	7	6	6	26
16:00	10	4	10	12	36
17:00	23	15	13	19	70
18:00	27	24	18	15	84
19:00	22	24	11	19	76
20:00	10	6	12	13	41
21:00	10	6	8	3	27
22:00	4	4	2	7	17
23:00	5	2	2	4	13
				TOTAL:	706

The A.M. peak hour from 8:15 to 9:15 is 58
The P.M. peak hour from 17:45 to 18:45 is 88

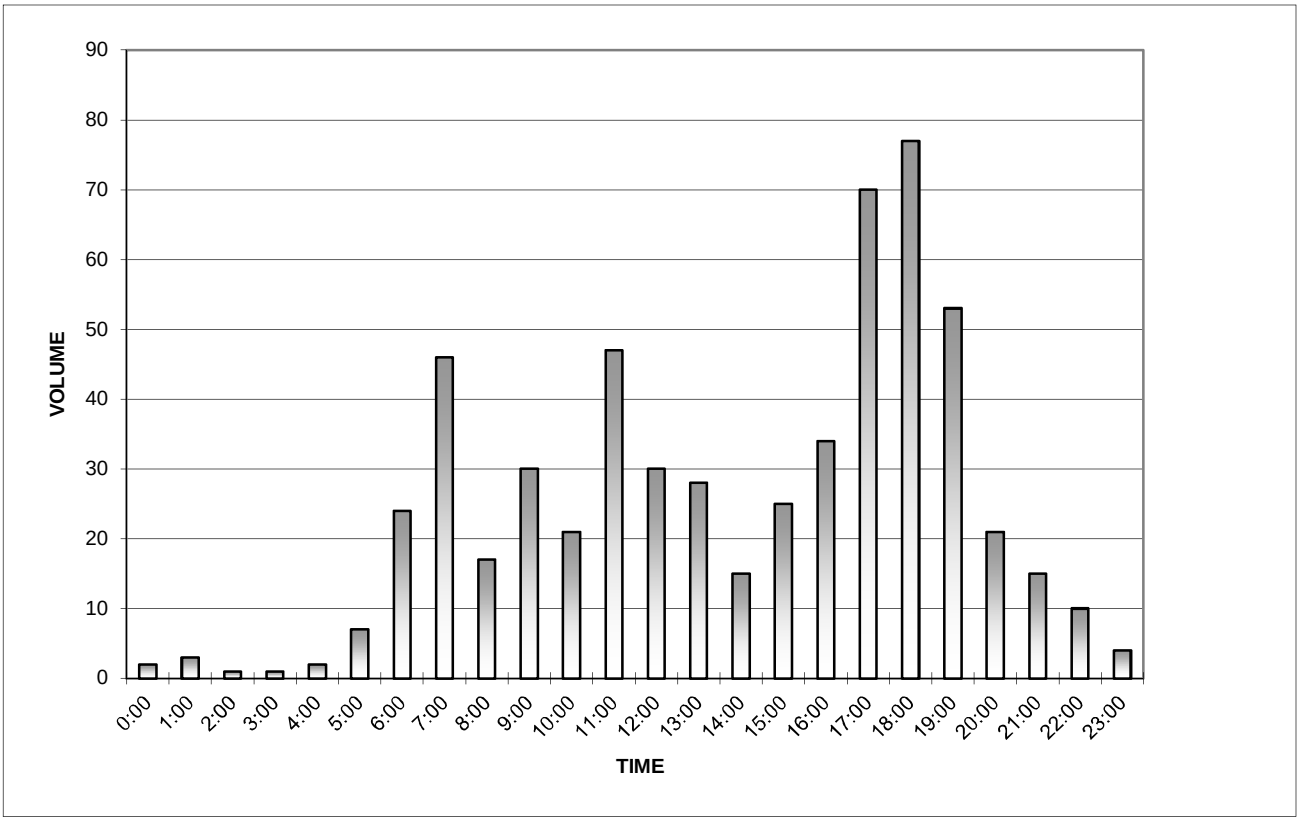


SB Oak Grove Avenue North of Lemmon Avenue E

Date Began:
5/9/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	2	0	0	0	2
1:00	1	1	1	0	3
2:00	0	0	1	0	1
3:00	0	1	0	0	1
4:00	1	0	1	0	2
5:00	0	0	2	5	7
6:00	3	8	2	11	24
7:00	11	15	8	12	46
8:00	5	4	4	4	17
9:00	8	7	8	7	30
10:00	3	5	6	7	21
11:00	11	9	8	19	47
12:00	10	10	4	6	30
13:00	7	11	5	5	28
14:00	2	1	5	7	15
15:00	5	5	9	6	25
16:00	6	13	3	12	34
17:00	9	23	20	18	70
18:00	18	24	18	17	77
19:00	12	16	14	11	53
20:00	5	5	7	4	21
21:00	1	3	6	5	15
22:00	4	2	0	4	10
23:00	1	0	1	2	4
				TOTAL:	583

The A.M. peak hour from 7:00 to 8:00 is 46
The P.M. peak hour from 17:30 to 18:30 is 80



1. Lemmon Avenue at McKinney Avenue - TMC

Wed May 9, 2018
Full Length (7AM-9AM, 4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521030, Location: 32.805819, -96.798376, Site Code: 1

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lemmon Avenue						Lemmon Avenue						McKinney Avenue						McKinney Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 7:00AM	45	202	0	0	**247**	2	0	0	0	0	**0**	2	0	67	8	0	**75**	0	0	0	0	0	**0**	0	**322**
7:15AM	42	287	0	0	**329**	2	0	0	0	0	**0**	4	0	56	6	0	**62**	1	0	0	0	0	**0**	0	**391**
7:30AM	52	250	0	0	**302**	2	0	0	0	0	**0**	11	0	81	17	0	**98**	0	0	0	0	0	**0**	0	**400**
7:45AM	56	279	0	0	**335**	3	0	0	0	0	**0**	4	0	92	15	0	**107**	0	0	0	0	0	**0**	3	**442**
Hourly Total	195	1018	0	0	**1213**	9	0	0	0	0	**0**	21	0	296	46	0	**342**	1	0	0	0	0	**0**	3	**1555**
8:00AM	83	249	0	0	**332**	4	0	0	0	0	**0**	7	0	123	19	0	**142**	2	0	0	0	0	**0**	1	**474**
8:15AM	89	266	0	0	**355**	3	0	0	0	0	**0**	2	0	102	22	0	**124**	3	0	0	0	0	**0**	0	**479**
8:30AM	72	221	0	0	**293**	3	0	0	0	0	**0**	8	0	103	22	0	**125**	2	0	0	0	0	**0**	3	**418**
8:45AM	104	261	0	0	**365**	0	0	0	0	0	**0**	3	0	77	11	0	**88**	0	0	0	0	0	**0**	8	**453**
Hourly Total	348	997	0	0	**1345**	10	0	0	0	0	**0**	20	0	405	74	0	**479**	7	0	0	0	0	**0**	12	**1824**
4:30PM	85	465	0	0	**550**	5	0	0	0	0	**0**	9	0	163	39	0	**202**	4	0	0	0	0	**0**	0	**752**
4:45PM	92	538	0	0	**630**	5	0	0	0	0	**0**	3	0	163	38	0	**201**	1	0	0	0	0	**0**	0	**831**
Hourly Total	177	1003	0	0	**1180**	10	0	0	0	0	**0**	12	0	326	77	0	**403**	5	0	0	0	0	**0**	0	**1583**
5:00PM	79	509	0	0	**588**	8	0	0	0	0	**0**	8	0	233	50	0	**283**	5	0	0	0	0	**0**	0	**871**
5:15PM	114	565	0	0	**679**	6	0	0	0	0	**0**	16	0	234	47	0	**281**	6	0	0	0	0	**0**	1	**960**
5:30PM	103	515	0	0	**618**	4	0	0	0	0	**0**	5	0	247	56	0	**303**	6	0	1	0	0	**1**	1	**922**
5:45PM	109	533	0	0	**642**	10	0	0	0	0	**0**	5	0	200	39	0	**239**	6	0	0	0	0	**0**	0	**881**
Hourly Total	405	2122	0	0	**2527**	28	0	0	0	0	**0**	34	0	914	192	0	**1106**	23	0	1	0	0	**1**	2	**3634**
6:00PM	119	501	0	0	**620**	11	0	0	0	0	**0**	14	0	238	52	0	**290**	6	0	0	0	0	**0**	1	**910**
6:15PM	130	505	0	0	**635**	17	0	0	0	0	**0**	19	0	171	38	0	**209**	4	0	0	0	0	**0**	1	**844**
Hourly Total	249	1006	0	0	**1255**	28	0	0	0	0	**0**	33	0	409	90	0	**499**	10	0	0	0	0	**0**	2	**1754**
Total	1374	6146	0	0	**7520**	85	0	0	0	0	**0**	120	0	2350	479	0	**2829**	46	0	1	0	0	**1**	19	**10350**
% Approach	18.3%	81.7%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	83.1%	16.9%	0%	**-**	-	0%	100%	0%	0%	**-**	-	-
% Total	13.3%	59.4%	0%	0%	**72.7%**	-	0%	0%	0%	0%	**0%**	-	0%	22.7%	4.6%	0%	**27.3%**	-	0%	0%	0%	0%	**0%**	-	-
Lights	1357	6048	0	0	**7405**	-	0	0	0	0	**0**	-	0	2318	467	0	**2785**	-	0	1	0	0	**1**	-	10191
% Lights	98.8%	98.4%	0%	0%	**98.5%**	-	0%	0%	0%	0%	**-**	-	0%	98.6%	97.5%	0%	**98.4%**	-	0%	100%	0%	0%	**100%**	-	98.5%
Articulated Trucks	1	13	0	0	**14**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	17
% Articulated Trucks	0.1%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**-**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	16	85	0	0	**101**	-	0	0	0	0	**0**	-	0	29	12	0	**41**	-	0	0	0	0	**0**	-	142
% Buses and Single-Unit Trucks	1.2%	1.4%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**-**	-	0%	1.2%	2.5%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	1.4%
Pedestrians	-	-	-	-	-	84	-	-	-	-	-	105	-	-	-	-	-	46	-	-	-	-	-	19	
% Pedestrians	-	-	-	-	-	98.8%	-	-	-	-	-	87.5%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	15	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	1.2%	-	-	-	-	-	12.5%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Lemmon Avenue at McKinney Avenue - TMC

Wed May 9, 2018
AM Peak (8AM - 9AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521030, Location: 32.805819, -96.798376, Site Code: 1

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Lemmon Avenue Eastbound						Lemmon Avenue Westbound						McKinney Avenue Northbound						McKinney Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 8:00AM	83	249	0	0	**332**	4	0	0	0	0	**0**	7	0	123	19	0	**142**	2	0	0	0	0	**0**	1	**474**
8:15AM	89	266	0	0	**355**	3	0	0	0	0	**0**	2	0	102	22	0	**124**	3	0	0	0	0	**0**	0	**479**
8:30AM	72	221	0	0	**293**	3	0	0	0	0	**0**	8	0	103	22	0	**125**	2	0	0	0	0	**0**	3	**418**
8:45AM	104	261	0	0	**365**	0	0	0	0	0	**0**	3	0	77	11	0	**88**	0	0	0	0	0	**0**	8	**453**
Total	348	997	0	0	**1345**	10	0	0	0	0	**0**	20	0	405	74	0	**479**	7	0	0	0	0	**0**	12	**1824**
% Approach	25.9%	74.1%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	84.6%	15.4%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	19.1%	54.7%	0%	0%	**73.7%**	-	0%	0%	0%	0%	**0%**	-	0%	22.2%	4.1%	0%	**26.3%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	0.837	0.937	-	-	**0.921**	-	-	-	-	-	-	-	-	0.823	0.841	-	**0.843**	-	-	-	-	-	-	-	0.952
Lights	342	961	0	0	**1303**	-	0	0	0	0	**0**	-	0	390	69	0	**459**	-	0	0	0	0	**0**	-	1762
% Lights	98.3%	96.4%	0%	0%	**96.9%**	-	0%	0%	0%	0%	-	-	0%	96.3%	93.2%	0%	**95.8%**	-	0%	0%	0%	0%	-	-	96.6%
Articulated Trucks	1	6	0	0	**7**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	8
% Articulated Trucks	0.3%	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	0%	-	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	-	-	0.4%
Buses and Single-Unit Trucks	5	30	0	0	**35**	-	0	0	0	0	**0**	-	0	14	5	0	**19**	-	0	0	0	0	**0**	-	54
% Buses and Single-Unit Trucks	1.4%	3.0%	0%	0%	**2.6%**	-	0%	0%	0%	0%	-	-	0%	3.5%	6.8%	0%	**4.0%**	-	0%	0%	0%	0%	-	-	3.0%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	18	-	-	-	-	-	7	-	-	-	-	-	12	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	90.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	10.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Lemmon Avenue at McKinney Avenue - TMC

Wed May 9, 2018
PM Peak (5:15PM - 6:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521030, Location: 32.805819, -96.798376, Site Code: 1

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Lemmon Avenue Eastbound						Lemmon Avenue Westbound						McKinney Avenue Northbound						McKinney Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 5:15PM	114	565	0	0	**679**	6	0	0	0	0	**0**	16	0	234	47	0	**281**	6	0	0	0	0	**0**	1	**960**
5:30PM	103	515	0	0	**618**	4	0	0	0	0	**0**	5	0	247	56	0	**303**	6	0	1	0	0	**1**	1	**922**
5:45PM	109	533	0	0	**642**	10	0	0	0	0	**0**	5	0	200	39	0	**239**	6	0	0	0	0	**0**	0	**881**
6:00PM	119	501	0	0	**620**	11	0	0	0	0	**0**	14	0	238	52	0	**290**	6	0	0	0	0	**0**	1	**910**
Total	445	2114	0	0	**2559**	31	0	0	0	0	**0**	40	0	919	194	0	**1113**	24	0	1	0	0	**1**	3	**3673**
% Approach	17.4%	82.6%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	82.6%	17.4%	0%	-	-	0%	100%	0%	0%	-	-	-
% Total	12.1%	57.6%	0%	0%	**69.7%**	-	0%	0%	0%	0%	**0%**	-	0%	25.0%	5.3%	0%	**30.3%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	0.935	0.935	-	-	**0.942**	-	-	-	-	-	-	-	-	0.930	0.866	-	**0.918**	-	-	0.250	-	-	**0.250**	-	0.957
Lights	445	2097	0	0	**2542**	-	0	0	0	0	**0**	-	0	916	194	0	**1110**	-	0	1	0	0	**1**	-	3653
% Lights	100%	99.2%	0%	0%	**99.3%**	-	0%	0%	0%	0%	-	-	0%	99.7%	100%	0%	**99.7%**	-	0%	100%	0%	0%	**100%**	-	99.5%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	16	0	0	**16**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	19
% Buses and Single-Unit Trucks	0%	0.8%	0%	0%	**0.6%**	-	0%	0%	0%	0%	-	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	31	-	-	-	-	-	33	-	-	-	-	-	24	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	82.5%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	17.5%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Lemmon Avenue E at McKinney Avenue - TMC

Wed May 9, 2018
Full Length (7AM-9AM, 4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521031, Location: 32.806912, -96.79767, Site Code: 2

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lemmon Avenue E						Lemmon Avenue E						McKinney Avenue						McKinney Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 7:00AM	0	0	0	0	**0**	0	0	388	7	0	**395**	4	23	88	0	0	**111**	4	0	0	0	0	**0**	1	**506**
7:15AM	0	0	0	0	**0**	0	0	450	6	0	**456**	4	17	75	0	0	**92**	0	0	0	0	0	**0**	0	**548**
7:30AM	0	0	0	0	**0**	0	0	400	6	0	**406**	7	19	121	0	0	**140**	1	0	0	0	0	**0**	1	**546**
7:45AM	0	0	0	0	**0**	0	0	418	10	0	**428**	12	28	117	0	0	**145**	2	0	0	0	0	**0**	0	**573**
Hourly Total	0	0	0	0	**0**	0	0	1656	29	0	**1685**	27	87	401	0	0	**488**	7	0	0	0	0	**0**	2	**2173**
8:00AM	0	0	0	0	**0**	0	0	361	7	0	**368**	6	37	174	0	0	**211**	1	0	0	0	0	**0**	0	**579**
8:15AM	0	0	0	0	**0**	0	0	409	11	0	**420**	4	23	157	0	0	**180**	2	0	0	0	0	**0**	3	**600**
8:30AM	0	0	0	0	**0**	0	0	348	11	0	**359**	12	49	128	0	0	**177**	2	0	0	0	0	**0**	1	**536**
8:45AM	0	0	0	0	**0**	0	0	387	3	0	**390**	3	19	158	0	0	**177**	0	0	0	0	0	**0**	0	**567**
Hourly Total	0	0	0	0	**0**	0	0	1505	32	0	**1537**	25	128	617	0	0	**745**	5	0	0	0	0	**0**	4	**2282**
4:30PM	0	0	0	0	**0**	0	0	293	37	0	**330**	6	40	218	0	0	**258**	7	0	0	0	0	**0**	4	**588**
4:45PM	0	0	0	0	**0**	0	0	327	34	0	**361**	1	30	224	0	0	**254**	1	0	0	0	0	**0**	4	**615**
Hourly Total	0	0	0	0	**0**	0	0	620	71	0	**691**	7	70	442	0	0	**512**	8	0	0	0	0	**0**	8	**1203**
5:00PM	0	0	0	0	**0**	0	0	323	38	0	**361**	7	34	290	0	0	**324**	0	0	0	0	0	**0**	8	**685**
5:15PM	0	0	0	0	**0**	0	0	339	43	0	**382**	18	40	318	0	0	**358**	3	0	0	0	0	**0**	8	**740**
5:30PM	0	0	0	0	**0**	0	0	313	37	0	**350**	4	36	321	0	0	**357**	2	0	0	0	0	**0**	4	**707**
5:45PM	0	0	0	0	**0**	0	0	341	45	0	**386**	11	39	260	0	0	**299**	4	0	0	0	0	**0**	7	**685**
Hourly Total	0	0	0	0	**0**	0	0	1316	163	0	**1479**	40	149	1189	0	0	**1338**	9	0	0	0	0	**0**	27	**2817**
6:00PM	0	0	0	0	**0**	0	0	297	36	0	**333**	11	50	304	0	0	**354**	6	0	0	0	0	**0**	5	**687**
6:15PM	0	0	0	0	**0**	0	0	280	40	0	**320**	21	45	251	0	0	**296**	4	0	0	0	0	**0**	6	**616**
Hourly Total	0	0	0	0	**0**	0	0	577	76	0	**653**	32	95	555	0	0	**650**	10	0	0	0	0	**0**	11	**1303**
Total	0	0	0	0	**0**	0	0	5674	371	0	**6045**	131	529	3204	0	0	**3733**	39	0	0	0	0	**0**	52	**9778**
% Approach	0%	0%	0%	0%	-	-	0%	93.9%	6.1%	0%	-	-	14.2%	85.8%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	0%	0%	0%	**0%**	-	0%	58.0%	3.8%	0%	**61.8%**	-	5.4%	32.8%	0%	0%	**38.2%**	-	0%	0%	0%	0%	**0%**	-	-
Lights	0	0	0	0	**0**	-	0	5597	368	0	**5965**	-	518	3164	0	0	**3682**	-	0	0	0	0	**0**	-	9647
% Lights	0%	0%	0%	0%	-	-	0%	98.6%	99.2%	0%	**98.7%**	-	97.9%	98.8%	0%	0%	**98.6%**	-	0%	0%	0%	0%	-	-	98.7%
Articulated Trucks	0	0	0	0	**0**	-	0	11	0	0	**11**	-	3	1	0	0	**4**	-	0	0	0	0	**0**	-	15
% Articulated Trucks	0%	0%	0%	0%	-	-	0%	0.2%	0%	0%	**0.2%**	-	0.6%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	-	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	66	3	0	**69**	-	8	39	0	0	**47**	-	0	0	0	0	**0**	-	116
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	-	0%	1.2%	0.8%	0%	**1.1%**	-	1.5%	1.2%	0%	0%	**1.3%**	-	0%	0%	0%	0%	-	-	1.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	117	-	-	-	-	-	37	-	-	-	-	-	51	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	89.3%	-	-	-	-	-	94.9%	-	-	-	-	-	98.1%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	14	-	-	-	-	-	2	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	10.7%	-	-	-	-	-	5.1%	-	-	-	-	-	1.9%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Lemmon Avenue E at McKinney Avenue - TMC

Wed May 9, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521031, Location: 32.806912, -96.79767, Site Code: 2

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Lemmon Avenue E Eastbound						Lemmon Avenue E Westbound						McKinney Avenue Northbound						McKinney Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2018-05-09 7:30AM	0	0	0	0	**0**	0	0	400	6	0	**406**	7	19	121	0	0	**140**	1	0	0	0	0	**0**	1	**546**
7:45AM	0	0	0	0	**0**	0	0	418	10	0	**428**	12	28	117	0	0	**145**	2	0	0	0	0	**0**	0	**573**
8:00AM	0	0	0	0	**0**	0	0	361	7	0	**368**	6	37	174	0	0	**211**	1	0	0	0	0	**0**	0	**579**
8:15AM	0	0	0	0	**0**	0	0	409	11	0	**420**	4	23	157	0	0	**180**	2	0	0	0	0	**0**	3	**600**
Total	0	0	0	0	**0**	0	0	1588	34	0	**1622**	29	107	569	0	0	**676**	6	0	0	0	0	**0**	4	**2298**
% Approach	0%	0%	0%	0%	**-**	-	0%	97.9%	2.1%	0%	**-**	-	15.8%	84.2%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	0%	69.1%	1.5%	0%	**70.6%**	-	4.7%	24.8%	0%	0%	**29.4%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	-	-	-	-	**-**	-	-	0.950	0.773	-	**0.947**	-	0.723	0.818	-	-	**0.801**	-	-	-	-	-	**-**	-	0.958
Lights	0	0	0	0	**0**	-	0	1560	34	0	**1594**	-	102	555	0	0	**657**	-	0	0	0	0	**0**	-	2251
% Lights	0%	0%	0%	0%	**-**	-	0%	98.2%	100%	0%	**98.3%**	-	95.3%	97.5%	0%	0%	**97.2%**	-	0%	0%	0%	0%	**-**	-	98.0%
Articulated Trucks	0	0	0	0	**0**	-	0	3	0	0	**3**	-	3	1	0	0	**4**	-	0	0	0	0	**0**	-	7
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0.2%	0%	0%	**0.2%**	-	2.8%	0.2%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**-**	-	0.3%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	25	0	0	**25**	-	2	13	0	0	**15**	-	0	0	0	0	**0**	-	40
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	1.6%	0%	0%	**1.5%**	-	1.9%	2.3%	0%	0%	**2.2%**	-	0%	0%	0%	0%	**-**	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	26	-	-	-	-	-	5	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	89.7%	-	-	-	-	-	83.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	10.3%	-	-	-	-	-	16.7%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Lemmon Avenue E at McKinney Avenue - TMC

Wed May 9, 2018
PM Peak (5:15PM - 6:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521031, Location: 32.806912, -96.79767, Site Code: 2

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Lemmon Avenue E Eastbound						Lemmon Avenue E Westbound						McKinney Avenue Northbound						McKinney Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2018-05-09 5:15PM	0	0	0	0	**0**	0	0	339	43	0	**382**	18	40	318	0	0	**358**	3	0	0	0	0	**0**	8	**740**
5:30PM	0	0	0	0	**0**	0	0	313	37	0	**350**	4	36	321	0	0	**357**	2	0	0	0	0	**0**	4	**707**
5:45PM	0	0	0	0	**0**	0	0	341	45	0	**386**	11	39	260	0	0	**299**	4	0	0	0	0	**0**	7	**685**
6:00PM	0	0	0	0	**0**	0	0	297	36	0	**333**	11	50	304	0	0	**354**	6	0	0	0	0	**0**	5	**687**
Total	0	0	0	0	**0**	0	0	1290	161	0	**1451**	44	165	1203	0	0	**1368**	15	0	0	0	0	**0**	24	**2819**
% Approach	0%	0%	0%	0%	-	-	0%	88.9%	11.1%	0%	-	-	12.1%	87.9%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	0%	0%	0%	**0%**	-	0%	45.8%	5.7%	0%	**51.5%**	-	5.9%	42.7%	0%	0%	**48.5%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	-	-	-	-	-	-	-	0.946	0.894	-	**0.940**	-	0.825	0.937	-	-	**0.955**	-	-	-	-	-	-	-	0.952
Lights	0	0	0	0	**0**	-	0	1279	161	0	**1440**	-	165	1201	0	0	**1366**	-	0	0	0	0	**0**	-	2806
% Lights	0%	0%	0%	0%	-	-	0%	99.1%	100%	0%	**99.2%**	-	100%	99.8%	0%	0%	**99.9%**	-	0%	0%	0%	0%	-	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	-	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	-	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	10	0	0	**10**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	12
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	-	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	36	-	-	-	-	-	15	-	-	-	-	-	23	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	81.8%	-	-	-	-	-	100%	-	-	-	-	-	95.8%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	18.2%	-	-	-	-	-	0%	-	-	-	-	-	4.2%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Oak Grove Avenue at Lemmon Avenue - TMC

Wed May 9, 2018
Full Length (7AM-9AM, 4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521033, Location: 32.804615, -96.79694, Site Code: 3

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lemmon Avenue						Lemmon Avenue						Oak Grove Avenue						Oak Grove Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 7:00AM	5	205	1	0	**211**	0	0	0	0	0	**0**	0	0	3	4	0	**7**	0	11	19	0	0	**30**	0	**248**
7:15AM	4	277	2	0	**283**	1	0	0	0	0	**0**	1	0	4	10	0	**14**	0	20	24	0	0	**44**	0	**341**
7:30AM	0	271	4	0	**275**	5	0	0	0	0	**0**	0	0	3	13	0	**16**	0	10	32	0	0	**42**	0	**333**
7:45AM	5	272	17	0	**294**	3	0	0	0	0	**0**	0	0	6	17	0	**23**	0	24	47	0	0	**71**	1	**388**
Hourly Total	14	1025	24	0	**1063**	9	0	0	0	0	**0**	1	0	16	44	0	**60**	0	65	122	0	0	**187**	1	**1310**
8:00AM	6	262	7	0	**275**	3	0	0	0	0	**0**	1	0	2	14	0	**16**	0	16	76	0	0	**92**	0	**383**
8:15AM	6	267	5	0	**278**	3	0	0	0	0	**0**	3	0	8	7	0	**15**	1	14	51	0	0	**65**	0	**358**
8:30AM	3	238	4	0	**245**	2	0	0	0	0	**0**	0	0	0	19	0	**19**	7	12	53	0	0	**65**	4	**329**
8:45AM	5	263	2	0	**270**	4	0	1	0	0	**1**	2	0	2	15	0	**17**	0	18	44	0	0	**62**	1	**350**
Hourly Total	20	1030	18	0	**1068**	12	0	1	0	0	**1**	6	0	12	55	0	**67**	8	60	224	0	0	**284**	5	**1420**
4:30PM	4	511	5	0	**520**	1	0	0	0	0	**0**	0	0	6	35	0	**41**	1	8	8	0	0	**16**	1	**577**
4:45PM	15	542	1	0	**558**	2	0	0	0	0	**0**	2	0	5	34	0	**39**	0	14	12	0	0	**26**	0	**623**
Hourly Total	19	1053	6	0	**1078**	3	0	0	0	0	**0**	2	0	11	69	0	**80**	1	22	20	0	0	**42**	1	**1200**
5:00PM	13	569	7	0	**589**	5	0	0	0	0	**0**	1	0	5	26	0	**31**	0	18	9	0	0	**27**	1	**647**
5:15PM	9	582	3	0	**594**	6	0	0	0	0	**0**	4	0	7	24	0	**31**	6	2	15	0	0	**17**	1	**642**
5:30PM	12	600	2	0	**614**	7	0	0	0	0	**0**	0	0	5	46	0	**51**	0	13	13	0	0	**26**	1	**691**
5:45PM	19	554	7	0	**580**	1	0	0	0	0	**0**	2	0	11	37	0	**48**	0	8	26	0	0	**34**	1	**662**
Hourly Total	53	2305	19	0	**2377**	19	0	0	0	0	**0**	7	0	28	133	0	**161**	6	41	63	0	0	**104**	4	**2642**
6:00PM	22	564	3	0	**589**	1	0	0	0	0	**0**	0	0	7	26	0	**33**	0	11	15	0	0	**26**	5	**648**
6:15PM	21	537	6	0	**564**	5	0	0	0	0	**0**	4	0	14	24	0	**38**	0	4	20	0	0	**24**	1	**626**
Hourly Total	43	1101	9	0	**1153**	6	0	0	0	0	**0**	4	0	21	50	0	**71**	0	15	35	0	0	**50**	6	**1274**
Total	149	6514	76	0	**6739**	49	0	1	0	0	**1**	20	0	88	351	0	**439**	15	203	464	0	0	**667**	17	**7846**
% Approach	2.2%	96.7%	1.1%	0%	**-**	-	0%	100%	0%	0%	**-**	-	0%	20.0%	80.0%	0%	**-**	-	30.4%	69.6%	0%	0%	**-**	-	-
% Total	1.9%	83.0%	1.0%	0%	**85.9%**	-	0%	0%	0%	0%	**0%**	-	0%	1.1%	4.5%	0%	**5.6%**	-	2.6%	5.9%	0%	0%	**8.5%**	-	-
Lights	147	6415	74	0	**6636**	-	0	1	0	0	**1**	-	0	86	350	0	**436**	-	200	460	0	0	**660**	-	7733
% Lights	98.7%	98.5%	97.4%	0%	**98.5%**	-	0%	100%	0%	0%	**100%**	-	0%	97.7%	99.7%	0%	**99.3%**	-	98.5%	99.1%	0%	0%	**99.0%**	-	98.6%
Articulated Trucks	1	14	0	0	**15**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	16
% Articulated Trucks	0.7%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0.2%
Buses and Single-Unit Trucks	1	85	2	0	**88**	-	0	0	0	0	**0**	-	0	2	1	0	**3**	-	3	3	0	0	**6**	-	97
% Buses and Single-Unit Trucks	0.7%	1.3%	2.6%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0%	2.3%	0.3%	0%	**0.7%**	-	1.5%	0.6%	0%	0%	**0.9%**	-	1.2%
Pedestrians	-	-	-	-	-	47	-	-	-	-	-	18	-	-	-	-	-	10	-	-	-	-	-	16	
% Pedestrians	-	-	-	-	-	95.9%	-	-	-	-	-	90.0%	-	-	-	-	-	66.7%	-	-	-	-	-	94.1%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	4.1%	-	-	-	-	-	10.0%	-	-	-	-	-	33.3%	-	-	-	-	-	5.9%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Oak Grove Avenue at Lemmon Avenue - TMC

Wed May 9, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521033, Location: 32.804615, -96.79694, Site Code: 3

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lemmon Avenue						Lemmon Avenue						Oak Grove Avenue						Oak Grove Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 7:30AM	0	271	4	0	**275**	5	0	0	0	0	**0**	0	0	3	13	0	**16**	0	10	32	0	0	**42**	0	**333**
7:45AM	5	272	17	0	**294**	3	0	0	0	0	**0**	0	0	6	17	0	**23**	0	24	47	0	0	**71**	1	**388**
8:00AM	6	262	7	0	**275**	3	0	0	0	0	**0**	1	0	2	14	0	**16**	0	16	76	0	0	**92**	0	**383**
8:15AM	6	267	5	0	**278**	3	0	0	0	0	**0**	3	0	8	7	0	**15**	1	14	51	0	0	**65**	0	**358**
Total	17	1072	33	0	**1122**	14	0	0	0	0	**0**	4	0	19	51	0	**70**	1	64	206	0	0	**270**	1	**1462**
% Approach	1.5%	95.5%	2.9%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	27.1%	72.9%	0%	**-**	-	23.7%	76.3%	0%	0%	**-**	-	-
% Total	1.2%	73.3%	2.3%	0%	**76.7%**	-	0%	0%	0%	0%	**0%**	-	0%	1.3%	3.5%	0%	**4.8%**	-	4.4%	14.1%	0%	0%	**18.5%**	-	-
PHF	0.708	0.985	0.485	-	**0.954**	-	-	-	-	-	**-**	-	-	0.594	0.750	-	**0.761**	-	0.667	0.678	-	-	**0.734**	-	0.942
Lights	17	1035	31	0	**1083**	-	0	0	0	0	**0**	-	0	18	50	0	**68**	-	64	203	0	0	**267**	-	1418
% Lights	100%	96.5%	93.9%	0%	**96.5%**	-	0%	0%	0%	0%	**-**	-	0%	94.7%	98.0%	0%	**97.1%**	-	100%	98.5%	0%	0%	**98.9%**	-	97.0%
Articulated Trucks	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	8
% Articulated Trucks	0%	0.7%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.5%
Buses and Single-Unit Trucks	0	30	2	0	**32**	-	0	0	0	0	**0**	-	0	1	1	0	**2**	-	0	2	0	0	**2**	-	36
% Buses and Single-Unit Trucks	0%	2.8%	6.1%	0%	**2.9%**	-	0%	0%	0%	0%	**-**	-	0%	5.3%	2.0%	0%	**2.9%**	-	0%	1.0%	0%	0%	**0.7%**	-	2.5%
Pedestrians	-	-	-	-	-	14	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Oak Grove Avenue at Lemmon Avenue - TMC

Wed May 9, 2018
PM Peak (5:15PM - 6:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521033, Location: 32.804615, -96.79694, Site Code: 3

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Lemmon Avenue Eastbound						Lemmon Avenue Westbound						Oak Grove Avenue Northbound						Oak Grove Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2018-05-09 5:15PM	9	582	3	0	**594**	6	0	0	0	0	**0**	4	0	7	24	0	**31**	6	2	15	0	0	**17**	1	**642**
5:30PM	12	600	2	0	**614**	7	0	0	0	0	**0**	0	0	5	46	0	**51**	0	13	13	0	0	**26**	1	**691**
5:45PM	19	554	7	0	**580**	1	0	0	0	0	**0**	2	0	11	37	0	**48**	0	8	26	0	0	**34**	1	**662**
6:00PM	22	564	3	0	**589**	1	0	0	0	0	**0**	0	0	7	26	0	**33**	0	11	15	0	0	**26**	5	**648**
Total	62	2300	15	0	**2377**	15	0	0	0	0	**0**	6	0	30	133	0	**163**	6	34	69	0	0	**103**	8	**2643**
% Approach	2.6%	96.8%	0.6%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	18.4%	81.6%	0%	**-**	-	33.0%	67.0%	0%	0%	**-**	-	-
% Total	2.3%	87.0%	0.6%	0%	**89.9%**	-	0%	0%	0%	0%	**0%**	-	0%	1.1%	5.0%	0%	**6.2%**	-	1.3%	2.6%	0%	0%	**3.9%**	-	-
PHF	0.705	0.958	0.536	-	**0.968**	-	-	-	-	-	**-**	-	-	0.682	0.723	-	**0.799**	-	0.654	0.663	-	-	**0.757**	-	0.956
Lights	62	2286	15	0	**2363**	-	0	0	0	0	**0**	-	0	29	133	0	**162**	-	33	68	0	0	**101**	-	2626
% Lights	100%	99.4%	100%	0%	**99.4%**	-	0%	0%	0%	0%	**-**	-	0%	96.7%	100%	0%	**99.4%**	-	97.1%	98.6%	0%	0%	**98.1%**	-	99.4%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	13	0	0	**13**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1	1	0	0	**2**	-	16
% Buses and Single-Unit Trucks	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**-**	-	0%	3.3%	0%	0%	**0.6%**	-	2.9%	1.4%	0%	0%	**1.9%**	-	0.6%
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	86.7%	-	-	-	-	-	100%	-	-	-	-	-	16.7%	-	-	-	-	-	87.5%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	13.3%	-	-	-	-	-	0%	-	-	-	-	-	83.3%	-	-	-	-	-	12.5%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Oak Grove Avenue at Lemmon Avenue E (AM) - TMC

Wed May 9, 2018
Full Length (7AM-9AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521036, Location: 32.805538, -96.796004, Site Code: 4

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lemmon Avenue						Lemmon Avenue						Oak Grove Avenue						Oak Grove Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 7:00AM	0	0	0	0	**0**	0	23	403	10	0	**436**	0	10	1	0	0	**11**	0	0	0	10	0	**10**	0	**457**
7:15AM	0	0	0	0	**0**	0	39	407	13	0	**459**	0	9	0	0	0	**9**	0	0	0	14	0	**14**	1	**482**
7:30AM	0	0	0	0	**0**	1	38	443	12	0	**493**	0	9	0	0	0	**9**	1	0	0	7	0	**7**	1	**509**
7:45AM	0	0	0	0	**0**	0	76	391	5	0	**472**	0	12	0	0	0	**12**	0	0	1	10	0	**11**	3	**495**
Hourly Total	0	0	0	0	**0**	1	176	1644	40	0	**1860**	0	40	1	0	0	**41**	1	0	1	41	0	**42**	5	**1943**
8:00AM	0	0	0	0	**0**	0	74	393	8	0	**475**	2	6	0	0	0	**6**	4	0	0	3	0	**3**	1	**484**
8:15AM	0	0	0	0	**0**	0	58	378	21	0	**457**	3	10	0	0	0	**10**	1	0	0	4	0	**4**	2	**471**
8:30AM	0	0	0	0	**0**	0	50	377	11	0	**438**	0	5	0	0	0	**5**	3	0	0	3	0	**3**	0	**446**
8:45AM	0	0	0	0	**0**	0	64	366	13	0	**443**	2	4	0	0	0	**4**	4	0	0	4	0	**4**	1	**451**
Hourly Total	0	0	0	0	**0**	0	246	1514	53	0	**1813**	7	25	0	0	0	**25**	12	0	0	14	0	**14**	4	**1852**
Total	0	0	0	0	**0**	1	422	3158	93	0	**3673**	7	65	1	0	0	**66**	13	0	1	55	0	**56**	9	**3795**
% Approach	0%	0%	0%	0%	**-**	-	11.5%	86.0%	2.5%	0%	**-**	-	98.5%	1.5%	0%	0%	**-**	-	0%	1.8%	98.2%	0%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	11.1%	83.2%	2.5%	0%	**96.8%**	-	1.7%	0%	0%	0%	**1.7%**	-	0%	0%	1.4%	0%	**1.5%**	-	-
Lights	0	0	0	0	**0**	-	419	3102	93	0	**3614**	-	65	1	0	0	**66**	-	0	1	53	0	**54**	-	3734
% Lights	0%	0%	0%	0%	**-**	-	99.3%	98.2%	100%	0%	**98.4%**	-	100%	100%	0%	0%	**100%**	-	0%	100%	96.4%	0%	**96.4%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	0	9	0	0	**9**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	10
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.8%	0%	**1.8%**	-	0.3%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	3	47	0	0	**50**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	51
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0.7%	1.5%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.8%	0%	**1.8%**	-	1.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	13	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Oak Grove Avenue at Lemmon Avenue E (AM) - TMC

Wed May 9, 2018
AM Peak (7:15AM - 8:15AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521036, Location: 32.805538, -96.796004, Site Code: 4

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Lemmon Avenue Eastbound						Lemmon Avenue Westbound						Oak Grove Avenue Northbound						Oak Grove Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 7:15AM	0	0	0	0	**0**	0	39	407	13	0	**459**	0	9	0	0	0	**9**	0	0	0	14	0	**14**	1	**482**
7:30AM	0	0	0	0	**0**	1	38	443	12	0	**493**	0	9	0	0	0	**9**	1	0	0	7	0	**7**	1	**509**
7:45AM	0	0	0	0	**0**	0	76	391	5	0	**472**	0	12	0	0	0	**12**	0	0	1	10	0	**11**	3	**495**
8:00AM	0	0	0	0	**0**	0	74	393	8	0	**475**	2	6	0	0	0	**6**	4	0	0	3	0	**3**	1	**484**
Total	0	0	0	0	**0**	1	227	1634	38	0	**1899**	2	36	0	0	0	**36**	5	0	1	34	0	**35**	6	**1970**
% Approach	0%	0%	0%	0%	-	-	12.0%	86.0%	2.0%	0%	-	-	100%	0%	0%	0%	-	-	0%	2.9%	97.1%	0%	-	-	-
% Total	0%	0%	0%	0%	**0%**	-	11.5%	82.9%	1.9%	0%	**96.4%**	-	1.8%	0%	0%	0%	**1.8%**	-	0%	0.1%	1.7%	0%	**1.8%**	-	-
PHF	-	-	-	-	-	-	0.747	0.922	0.731	-	**0.963**	-	0.750	-	-	-	**0.750**	-	-	0.250	0.607	-	**0.625**	-	0.968
Lights	0	0	0	0	**0**	-	225	1610	38	0	**1873**	-	36	0	0	0	**36**	-	0	1	34	0	**35**	-	1944
% Lights	0%	0%	0%	0%	-	-	99.1%	98.5%	100%	0%	**98.6%**	-	100%	0%	0%	0%	**100%**	-	0%	100%	100%	0%	**100%**	-	98.7%
Articulated Trucks	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	0%	0%	0%	-	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	2	20	0	0	**22**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	22
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	-	0.9%	1.2%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Oak Grove Avenue at Lemmon Avenue E (PM) - TMC

Thu May 10, 2018
Full Length (4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 523025, Location: 32.805538, -96.796004, Site Code: 4

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Lemmon Avenue E Eastbound						Lemmon Avenue E Westbound						Oak Grove Avenue Northbound						Oak Grove Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-10 4:30PM	0	0	0	0	**0**	1	17	299	3	0	**319**	1	6	5	0	0	**11**	3	0	0	11	0	**11**	2	**341**
4:45PM	0	0	0	0	**0**	3	24	357	10	0	**391**	0	5	3	0	0	**8**	5	0	1	5	0	**6**	0	**405**
Hourly Total	0	0	0	0	**0**	4	41	656	13	0	**710**	1	11	8	0	0	**19**	8	0	1	16	0	**17**	2	**746**
5:00PM	0	0	0	0	**0**	1	13	303	3	0	**319**	2	19	7	0	0	**26**	5	0	2	10	0	**12**	4	**357**
5:15PM	0	0	0	0	**0**	0	25	349	13	0	**387**	0	9	11	0	0	**20**	1	0	0	20	0	**20**	1	**427**
5:30PM	0	0	0	0	**0**	3	28	301	9	0	**338**	6	10	8	0	0	**18**	6	0	1	28	0	**29**	3	**385**
5:45PM	0	0	0	0	**0**	2	23	365	7	0	**395**	4	14	10	0	0	**24**	7	0	0	20	0	**20**	3	**439**
Hourly Total	0	0	0	0	**0**	6	89	1318	32	0	**1439**	12	52	36	0	0	**88**	19	0	3	78	0	**81**	11	**1608**
6:00PM	0	0	0	0	**0**	1	27	256	13	0	**296**	5	13	6	0	0	**19**	4	0	4	18	0	**22**	3	**337**
6:15PM	0	0	0	0	**0**	1	34	289	9	0	**332**	7	12	7	0	0	**19**	6	0	3	7	0	**10**	6	**361**
6:30PM	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**
Hourly Total	0	0	0	0	**0**	2	61	545	22	0	**628**	12	25	13	0	0	**38**	10	0	7	25	0	**32**	9	**698**
Total	0	0	0	0	**0**	12	191	2519	67	0	**2777**	25	88	57	0	0	**145**	37	0	11	119	0	**130**	22	**3052**
% Approach	0%	0%	0%	0%	-	-	6.9%	90.7%	2.4%	0%	-	-	60.7%	39.3%	0%	0%	-	-	0%	8.5%	91.5%	0%	-	-	-
% Total	0%	0%	0%	0%	**0%**	-	6.3%	82.5%	2.2%	0%	**91.0%**	-	2.9%	1.9%	0%	0%	**4.8%**	-	0%	0.4%	3.9%	0%	**4.3%**	-	-
Lights	0	0	0	0	**0**	-	191	2500	66	0	**2757**	-	88	57	0	0	**145**	-	0	11	119	0	**130**	-	3032
% Lights	0%	0%	0%	0%	-	-	100%	99.2%	98.5%	0%	**99.3%**	-	100%	100%	0%	0%	**100%**	-	0%	100%	100%	0%	**100%**	-	99.3%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	-	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	18	1	0	**19**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	19
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	-	0%	0.7%	1.5%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	12	-	-	-	-	-	23	-	-	-	-	-	36	-	-	-	-	-	20	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	92.0%	-	-	-	-	-	97.3%	-	-	-	-	-	90.9%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	8.0%	-	-	-	-	-	2.7%	-	-	-	-	-	9.1%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Oak Grove Avenue at Lemmon Avenue E (PM) - TMC

Thu May 10, 2018
PM Peak (5PM - 6PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 523025, Location: 32.805538, -96.796004, Site Code: 4

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lemmon Avenue E						Lemmon Avenue E						Oak Grove Avenue						Oak Grove Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-10 5:00PM	0	0	0	0	**0**	1	13	303	3	0	**319**	2	19	7	0	0	**26**	5	0	2	10	0	**12**	4	**357**
5:15PM	0	0	0	0	**0**	0	25	349	13	0	**387**	0	9	11	0	0	**20**	1	0	0	20	0	**20**	1	**427**
5:30PM	0	0	0	0	**0**	3	28	301	9	0	**338**	6	10	8	0	0	**18**	6	0	1	28	0	**29**	3	**385**
5:45PM	0	0	0	0	**0**	2	23	365	7	0	**395**	4	14	10	0	0	**24**	7	0	0	20	0	**20**	3	**439**
Total	0	0	0	0	**0**	6	89	1318	32	0	**1439**	12	52	36	0	0	**88**	19	0	3	78	0	**81**	11	**1608**
% Approach	0%	0%	0%	0%	**-**	-	6.2%	91.6%	2.2%	0%	**-**	-	59.1%	40.9%	0%	0%	**-**	-	0%	3.7%	96.3%	0%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	5.5%	82.0%	2.0%	0%	**89.5%**	-	3.2%	2.2%	0%	0%	**5.5%**	-	0%	0.2%	4.9%	0%	**5.0%**	-	-
PHF	-	-	-	-	**-**	-	0.795	0.903	0.615	-	**0.911**	-	0.684	0.818	-	-	**0.846**	-	-	0.375	0.696	-	**0.698**	-	0.916
Lights	0	0	0	0	**0**	-	89	1308	31	0	**1428**	-	52	36	0	0	**88**	-	0	3	78	0	**81**	-	1597
% Lights	0%	0%	0%	0%	**-**	-	100%	99.2%	96.9%	0%	**99.2%**	-	100%	100%	0%	0%	**100%**	-	0%	100%	100%	0%	**100%**	-	99.3%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	9	1	0	**10**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	10
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	0%	0.7%	3.1%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	11	-	-	-	-	-	18	-	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	91.7%	-	-	-	-	-	94.7%	-	-	-	-	-	90.9%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	8.3%	-	-	-	-	-	5.3%	-	-	-	-	-	9.1%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Oak Grove Avenue at Cityplace W Boulevard - TMC

Wed May 9, 2018
Full Length (7AM-9AM, 4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521037, Location: 32.806345, -96.795126, Site Code: 5

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	West						Cityplace W Boulevard						Oak Grove Avenue						Oak Grove Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 7:00AM	5	8	4	0	**17**	9	2	12	7	0	**21**	14	8	10	3	0	**21**	20	0	1	2	0	**3**	12	**62**
7:15AM	3	10	6	1	**20**	6	9	27	27	1	**64**	19	10	8	1	0	**19**	9	0	1	1	0	**2**	7	**105**
7:30AM	7	6	1	2	**16**	2	0	20	25	2	**47**	1	12	1	1	0	**14**	8	1	0	0	0	**1**	0	**78**
7:45AM	13	8	4	1	**26**	2	6	27	41	3	**77**	6	3	6	2	0	**11**	19	2	0	1	0	**3**	4	**117**
Hourly Total	28	32	15	4	**79**	19	17	86	100	6	**209**	40	33	25	7	0	**65**	56	3	2	4	0	**9**	23	**362**
8:00AM	19	10	2	1	**32**	11	3	23	72	2	**100**	8	11	8	1	0	**20**	18	1	0	0	0	**1**	10	**153**
8:15AM	33	11	0	0	**44**	5	4	17	91	2	**114**	14	14	14	8	0	**36**	18	1	0	0	0	**1**	12	**195**
8:30AM	8	12	5	0	**25**	8	1	19	12	1	**33**	4	10	9	3	0	**22**	12	0	0	4	0	**4**	11	**84**
8:45AM	8	8	4	0	**20**	10	7	29	15	1	**52**	9	16	4	4	0	**24**	20	1	0	3	0	**4**	24	**100**
Hourly Total	68	41	11	1	**121**	34	15	88	190	6	**299**	35	51	35	16	0	**102**	68	3	0	7	0	**10**	57	**532**
4:30PM	4	15	1	1	**21**	4	1	5	5	1	**12**	5	1	5	4	0	**10**	14	6	2	3	0	**11**	9	**54**
4:45PM	6	15	7	1	**29**	2	3	8	2	0	**13**	7	0	6	2	0	**8**	14	3	5	0	0	**8**	8	**58**
Hourly Total	10	30	8	2	**50**	6	4	13	7	1	**25**	12	1	11	6	0	**18**	28	9	7	3	0	**19**	17	**112**
5:00PM	2	14	7	3	**26**	2	4	10	2	1	**17**	2	2	4	11	0	**17**	16	2	8	8	0	**18**	6	**78**
5:15PM	0	15	7	0	**22**	11	5	6	3	0	**14**	9	1	8	5	0	**14**	20	11	12	13	0	**36**	16	**86**
5:30PM	4	17	11	1	**33**	2	9	12	6	2	**29**	4	1	4	7	0	**12**	26	26	12	27	0	**65**	3	**139**
5:45PM	3	20	12	1	**36**	2	6	10	6	3	**25**	4	4	6	5	0	**15**	24	15	9	15	0	**39**	7	**115**
Hourly Total	9	66	37	5	**117**	17	24	38	17	6	**85**	19	8	22	28	0	**58**	86	54	41	63	0	**158**	32	**418**
6:00PM	3	19	10	2	**34**	4	8	15	3	3	**29**	11	2	10	12	0	**24**	26	15	8	18	0	**41**	5	**128**
6:15PM	3	28	6	3	**40**	0	12	15	11	4	**42**	7	2	7	11	0	**20**	22	1	10	7	0	**18**	6	**120**
Hourly Total	6	47	16	5	**74**	4	20	30	14	7	**71**	18	4	17	23	0	**44**	48	16	18	25	0	**59**	11	**248**
Total	121	216	87	17	**441**	80	80	255	328	26	**689**	124	97	110	80	0	**287**	286	85	68	102	0	**255**	140	**1672**
% Approach	27.4%	49.0%	19.7%	3.9%	**-**	-	11.6%	37.0%	47.6%	3.8%	**-**	-	33.8%	38.3%	27.9%	0%	**-**	-	33.3%	26.7%	40.0%	0%	**-**	-	-
% Total	7.2%	12.9%	5.2%	1.0%	**26.4%**	-	4.8%	15.3%	19.6%	1.6%	**41.2%**	-	5.8%	6.6%	4.8%	0%	**17.2%**	-	5.1%	4.1%	6.1%	0%	**15.3%**	-	-
Lights	119	205	86	16	**426**	-	80	234	326	26	**666**	-	97	109	79	0	**285**	-	83	67	99	0	**249**	-	1626
% Lights	98.3%	94.9%	98.9%	94.1%	**96.6%**	-	100%	91.8%	99.4%	100%	**96.7%**	-	100%	99.1%	98.8%	0%	**99.3%**	-	97.6%	98.5%	97.1%	0%	**97.6%**	-	97.2%
Articulated Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0.8%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	1	11	1	1	**14**	-	0	21	2	0	**23**	-	0	1	1	0	**2**	-	2	1	3	0	**6**	-	45
% Buses and Single-Unit Trucks	0.8%	5.1%	1.1%	5.9%	**3.2%**	-	0%	8.2%	0.6%	0%	**3.3%**	-	0%	0.9%	1.3%	0%	**0.7%**	-	2.4%	1.5%	2.9%	0%	**2.4%**	-	2.7%
Pedestrians	-	-	-	-	-	78	-	-	-	-	-	124	-	-	-	-	-	283	-	-	-	-	-	137	
% Pedestrians	-	-	-	-	-	97.5%	-	-	-	-	-	100%	-	-	-	-	-	99.0%	-	-	-	-	-	97.9%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	2.5%	-	-	-	-	-	0%	-	-	-	-	-	1.0%	-	-	-	-	-	2.1%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Oak Grove Avenue at Cityplace W Boulevard - TMC

Wed May 9, 2018
AM Peak (7:45AM - 8:45AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521037, Location: 32.806345, -96.795126, Site Code: 5

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	West Eastbound						Cityplace W Boulevard Westbound						Oak Grove Avenue Northbound						Oak Grove Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 7:45AM	13	8	4	1	**26**	2	6	27	41	3	**77**	6	3	6	2	0	**11**	19	2	0	1	0	**3**	4	**117**
8:00AM	19	10	2	1	**32**	11	3	23	72	2	**100**	8	11	8	1	0	**20**	18	1	0	0	0	**1**	10	**153**
8:15AM	33	11	0	0	**44**	5	4	17	91	2	**114**	14	14	14	8	0	**36**	18	1	0	0	0	**1**	12	**195**
8:30AM	8	12	5	0	**25**	8	1	19	12	1	**33**	4	10	9	3	0	**22**	12	0	0	4	0	**4**	11	**84**
Total	73	41	11	2	**127**	26	14	86	216	8	**324**	32	38	37	14	0	**89**	67	4	0	5	0	**9**	37	**549**
% Approach	57.5%	32.3%	8.7%	1.6%	**-**	-	4.3%	26.5%	66.7%	2.5%	**-**	-	42.7%	41.6%	15.7%	0%	**-**	-	44.4%	0%	55.6%	0%	**-**	-	-
% Total	13.3%	7.5%	2.0%	0.4%	**23.1%**	-	2.6%	15.7%	39.3%	1.5%	**59.0%**	-	6.9%	6.7%	2.6%	0%	**16.2%**	-	0.7%	0%	0.9%	0%	**1.6%**	-	-
PHF	0.553	0.854	0.550	0.500	**0.722**	-	0.583	0.796	0.593	0.667	**0.711**	-	0.679	0.661	0.438	-	**0.618**	-	0.500	-	0.313	-	**0.563**	-	0.704
Lights	71	38	11	2	**122**	-	14	80	215	8	**317**	-	38	37	14	0	**89**	-	3	0	3	0	**6**	-	534
% Lights	97.3%	92.7%	100%	100%	**96.1%**	-	100%	93.0%	99.5%	100%	**97.8%**	-	100%	100%	100%	0%	**100%**	-	75.0%	0%	60.0%	0%	**66.7%**	-	97.3%
Articulated Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	1.4%	0%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	1	3	0	0	**4**	-	0	6	1	0	**7**	-	0	0	0	0	**0**	-	1	0	2	0	**3**	-	14
% Buses and Single-Unit Trucks	1.4%	7.3%	0%	0%	**3.1%**	-	0%	7.0%	0.5%	0%	**2.2%**	-	0%	0%	0%	0%	**0%**	-	25.0%	0%	40.0%	0%	**33.3%**	-	2.6%
Pedestrians	-	-	-	-	-	26	-	-	-	-	-	32	-	-	-	-	-	67	-	-	-	-	-	37	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Oak Grove Avenue at Cityplace W Boulevard - TMC

Wed May 9, 2018
PM Peak (5:30PM - 6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521037, Location: 32.806345, -96.795126, Site Code: 5

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	West						Cityplace W Boulevard						Oak Grove Avenue						Oak Grove Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 5:30PM	4	17	11	1	**33**	2	9	12	6	2	**29**	4	1	4	7	0	**12**	26	26	12	27	0	**65**	3	**139**
5:45PM	3	20	12	1	**36**	2	6	10	6	3	**25**	4	4	6	5	0	**15**	24	15	9	15	0	**39**	7	**115**
6:00PM	3	19	10	2	**34**	4	8	15	3	3	**29**	11	2	10	12	0	**24**	26	15	8	18	0	**41**	5	**128**
6:15PM	3	28	6	3	**40**	0	12	15	11	4	**42**	7	2	7	11	0	**20**	22	1	10	7	0	**18**	6	**120**
Total	13	84	39	7	**143**	8	35	52	26	12	**125**	26	9	27	35	0	**71**	98	57	39	67	0	**163**	21	**502**
% Approach	9.1%	58.7%	27.3%	4.9%	-	-	28.0%	41.6%	20.8%	9.6%	-	-	12.7%	38.0%	49.3%	0%	-	-	35.0%	23.9%	41.1%	0%	-	-	-
% Total	2.6%	16.7%	7.8%	1.4%	**28.5%**	-	7.0%	10.4%	5.2%	2.4%	**24.9%**	-	1.8%	5.4%	7.0%	0%	**14.1%**	-	11.4%	7.8%	13.3%	0%	**32.5%**	-	-
PHF	0.813	0.750	0.813	0.583	**0.894**	-	0.729	0.867	0.591	0.750	**0.744**	-	0.563	0.675	0.729	-	**0.740**	-	0.548	0.813	0.620	-	**0.627**	-	0.903
Lights	13	84	39	7	**143**	-	35	50	25	12	**122**	-	9	26	35	0	**70**	-	57	39	67	0	**163**	-	498
% Lights	100%	100%	100%	100%	**100%**	-	100%	96.2%	96.2%	100%	**97.6%**	-	100%	96.3%	100%	0%	**98.6%**	-	100%	100%	100%	0%	**100%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	2	1	0	**3**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	3.8%	3.8%	0%	**2.4%**	-	0%	3.7%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	0.8%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	26	-	-	-	-	-	98	-	-	-	-	-	21	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Oak Grove Avenue at Blackburn Street - TMC

Wed May 9, 2018
Full Length (7AM-9AM, 4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521038, Location: 32.807259, -96.794147, Site Code: 6

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Blackburn Street Eastbound					Blackburn Street Westbound		Oak Grove Avenue Northbound					
Time	T	R	U	**App**	Ped*	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2018-05-09 7:00AM	112	1	0	**113**	3	**0**	0	0	11	0	**11**	2	**124**
7:15AM	128	6	0	**134**	0	**0**	1	0	20	0	**20**	1	**154**
7:30AM	177	5	0	**182**	0	**0**	0	0	5	0	**5**	1	**187**
7:45AM	181	10	0	**191**	0	**0**	0	0	10	0	**10**	0	**201**
Hourly Total	598	22	0	**620**	3	**0**	1	0	46	0	**46**	4	**666**
8:00AM	163	9	0	**172**	1	**0**	0	0	12	0	**12**	0	**184**
8:15AM	158	39	0	**197**	0	**0**	2	0	9	0	**9**	1	**206**
8:30AM	163	2	0	**165**	5	**0**	0	0	11	0	**11**	1	**176**
8:45AM	139	3	0	**142**	7	**0**	6	0	17	0	**17**	2	**159**
Hourly Total	623	53	0	**676**	13	**0**	8	0	49	0	**49**	4	**725**
4:30PM	210	2	0	**212**	1	**0**	0	0	21	0	**21**	1	**233**
4:45PM	208	1	0	**209**	0	**0**	0	0	28	0	**28**	0	**237**
Hourly Total	418	3	0	**421**	1	**0**	0	0	49	0	**49**	1	**470**
5:00PM	253	4	0	**257**	0	**0**	0	0	17	0	**17**	0	**274**
5:15PM	239	2	0	**241**	0	**0**	0	0	22	0	**22**	0	**263**
5:30PM	261	1	0	**262**	0	**0**	1	0	39	0	**39**	0	**301**
5:45PM	217	3	0	**220**	0	**0**	0	0	34	0	**34**	0	**254**
Hourly Total	970	10	0	**980**	0	**0**	1	0	112	0	**112**	0	**1092**
6:00PM	262	2	0	**264**	0	**0**	0	0	26	0	**26**	0	**290**
6:15PM	240	4	0	**244**	0	**0**	0	0	29	0	**29**	0	**273**
Hourly Total	502	6	0	**508**	0	**0**	0	0	55	0	**55**	0	**563**
Total	3111	94	0	**3205**	17	**0**	10	0	311	0	**311**	9	**3516**
% Approach	97.1%	2.9%	0%	**-**	-	**-**	-	0%	100%	0%	**-**	-	-
% Total	88.5%	2.7%	0%	**91.2%**	-	**0%**	-	0%	8.8%	0%	**8.8%**	-	-
Lights	3055	88	0	**3143**	-	**0**	-	0	307	0	**307**	-	3450
% Lights	98.2%	93.6%	0%	**98.1%**	-	**-**	-	0%	98.7%	0%	**98.7%**	-	98.1%
Articulated Trucks	1	0	0	**1**	-	**0**	-	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	55	6	0	**61**	-	**0**	-	0	4	0	**4**	-	65
% Buses and Single-Unit Trucks	1.8%	6.4%	0%	**1.9%**	-	**-**	-	0%	1.3%	0%	**1.3%**	-	1.8%
Pedestrians	-	-	-	-	17	-	10	-	-	-	-	9	
% Pedestrians	-	-	-	-	100%	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Oak Grove Avenue at Blackburn Street - TMC

Wed May 9, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521038, Location: 32.807259, -96.794147, Site Code: 6

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Blackburn Street Eastbound					Blackburn Street Westbound		Oak Grove Avenue Northbound					
Time	T	R	U	**App**	Ped*	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2018-05-09 7:30AM	177	5	0	**182**	0	**0**	0	0	5	0	**5**	1	**187**
7:45AM	181	10	0	**191**	0	**0**	0	0	10	0	**10**	0	**201**
8:00AM	163	9	0	**172**	1	**0**	0	0	12	0	**12**	0	**184**
8:15AM	158	39	0	**197**	0	**0**	2	0	9	0	**9**	1	**206**
Total	679	63	0	**742**	1	**0**	2	0	36	0	**36**	2	**778**
% Approach	91.5%	8.5%	0%	-	-	-	-	0%	100%	0%	-	-	-
% Total	87.3%	8.1%	0%	**95.4%**	-	**0%**	-	0%	4.6%	0%	**4.6%**	-	-
PHF	0.938	0.404	-	**0.942**	-	-	-	-	0.750	-	**0.750**	-	0.944
Lights	665	61	0	**726**	-	**0**	-	0	35	0	**35**	-	761
% Lights	97.9%	96.8%	0%	**97.8%**	-	-	-	0%	97.2%	0%	**97.2%**	-	97.8%
Articulated Trucks	1	0	0	**1**	-	**0**	-	0	0	0	**0**	-	1
% Articulated Trucks	0.1%	0%	0%	**0.1%**	-	-	-	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	13	2	0	**15**	-	**0**	-	0	1	0	**1**	-	16
% Buses and Single-Unit Trucks	1.9%	3.2%	0%	**2.0%**	-	-	-	0%	2.8%	0%	**2.8%**	-	2.1%
Pedestrians	-	-	-	-	1	-	2	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Oak Grove Avenue at Blackburn Street - TMC

Wed May 9, 2018
PM Peak (5:30PM - 6:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521038, Location: 32.807259, -96.794147, Site Code: 6

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Blackburn Street Eastbound					Blackburn Street Westbound		Oak Grove Avenue Northbound					
Time	T	R	U	**App**	Ped*	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2018-05-09 5:30PM	261	1	0	**262**	0	**0**	1	0	39	0	**39**	0	**301**
5:45PM	217	3	0	**220**	0	**0**	0	0	34	0	**34**	0	**254**
6:00PM	262	2	0	**264**	0	**0**	0	0	26	0	**26**	0	**290**
6:15PM	240	4	0	**244**	0	**0**	0	0	29	0	**29**	0	**273**
Total	980	10	0	**990**	0	**0**	1	0	128	0	**128**	0	**1118**
% Approach	99.0%	1.0%	0%	**-**	-	**-**	-	0%	100%	0%	**-**	-	-
% Total	87.7%	0.9%	0%	**88.6%**	-	**0%**	-	0%	11.4%	0%	**11.4%**	-	-
PHF	0.935	0.625	-	**0.938**	-	**-**	-	-	0.821	-	**0.821**	-	0.929
Lights	971	9	0	**980**	-	**0**	-	0	128	0	**128**	-	1108
% Lights	99.1%	90.0%	0%	**99.0%**	-	**-**	-	0%	100%	0%	**100%**	-	99.1%
Articulated Trucks	0	0	0	**0**	-	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	9	1	0	**10**	-	**0**	-	0	0	0	**0**	-	10
% Buses and Single-Unit Trucks	0.9%	10.0%	0%	**1.0%**	-	**-**	-	0%	0%	0%	**0%**	-	0.9%
Pedestrians	-	-	-	-	0	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Lemmon Avenue at US 75 SBFR - TMC

Wed May 9, 2018
Full Length (7AM-9AM, 4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521039, Location: 32.80367, -96.793682, Site Code: 7

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lemmon Avenue						Lemmon Avenue						US 75 SBFR						US 75 SBFR						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 7:00AM	0	151	78	0	**229**	4	18	325	0	0	**343**	0	0	0	0	0	**0**	0	21	61	117	6	**205**	0	**777**
7:15AM	0	161	120	0	**281**	5	24	393	0	1	**418**	0	0	0	0	0	**0**	0	12	87	115	10	**224**	1	**923**
7:30AM	0	193	113	0	**306**	3	36	365	0	0	**401**	0	0	0	0	0	**0**	0	20	129	127	2	**278**	0	**985**
7:45AM	0	174	99	0	**273**	1	54	399	0	0	**453**	0	0	0	0	0	**0**	0	17	119	108	6	**250**	1	**976**
Hourly Total	0	679	410	0	**1089**	13	132	1482	0	1	**1615**	0	0	0	0	0	**0**	0	70	396	467	24	**957**	2	**3661**
8:00AM	0	204	111	0	**315**	5	49	327	0	0	**376**	0	0	0	0	0	**0**	0	20	129	128	9	**286**	2	**977**
8:15AM	0	145	113	0	**258**	1	53	393	0	0	**446**	0	0	0	0	0	**0**	0	28	121	114	6	**269**	2	**973**
8:30AM	0	172	110	0	**282**	2	24	350	0	0	**374**	0	0	0	0	0	**0**	0	29	163	120	9	**321**	0	**977**
8:45AM	0	187	94	0	**281**	2	41	353	0	0	**394**	0	0	0	0	0	**0**	2	21	123	126	4	**274**	9	**949**
Hourly Total	0	708	428	0	**1136**	10	167	1423	0	0	**1590**	0	0	0	0	0	**0**	2	98	536	488	28	**1150**	13	**3876**
4:30PM	0	373	156	0	**529**	3	29	247	0	0	**276**	0	0	0	0	0	**0**	1	22	106	97	13	**238**	6	**1043**
4:45PM	0	440	166	0	**606**	6	28	231	0	0	**259**	0	0	0	0	0	**0**	1	22	80	99	10	**211**	1	**1076**
Hourly Total	0	813	322	0	**1135**	9	57	478	0	0	**535**	0	0	0	0	0	**0**	2	44	186	196	23	**449**	7	**2119**
5:00PM	0	389	175	0	**564**	6	35	278	0	0	**313**	0	0	0	0	0	**0**	0	21	137	97	11	**266**	2	**1143**
5:15PM	0	448	199	0	**647**	3	37	260	0	0	**297**	0	0	0	0	0	**0**	1	30	129	95	8	**262**	3	**1206**
5:30PM	0	460	171	0	**631**	2	43	245	0	0	**288**	0	0	0	0	0	**0**	1	52	169	115	17	**353**	2	**1272**
5:45PM	0	444	197	1	**642**	7	34	262	0	0	**296**	0	0	0	0	0	**0**	1	28	115	125	13	**281**	3	**1219**
Hourly Total	0	1741	742	1	**2484**	18	149	1045	0	0	**1194**	0	0	0	0	0	**0**	3	131	550	432	49	**1162**	10	**4840**
6:00PM	0	387	150	0	**537**	7	44	222	0	0	**266**	0	0	0	0	0	**0**	0	35	139	119	17	**310**	0	**1113**
6:15PM	0	430	183	0	**613**	8	44	210	0	0	**254**	0	0	0	0	0	**0**	0	25	126	99	17	**267**	12	**1134**
Hourly Total	0	817	333	0	**1150**	15	88	432	0	0	**520**	0	0	0	0	0	**0**	0	60	265	218	34	**577**	12	**2247**
Total	0	4758	2235	1	**6994**	65	593	4860	0	1	**5454**	0	0	0	0	0	**0**	7	403	1933	1801	158	**4295**	44	**16743**
% Approach	0%	68.0%	32.0%	0%	**-**	-	10.9%	89.1%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	9.4%	45.0%	41.9%	3.7%	**-**	-	-
% Total	0%	28.4%	13.3%	0%	**41.8%**	-	3.5%	29.0%	0%	0%	**32.6%**	-	0%	0%	0%	0%	**0%**	-	2.4%	11.5%	10.8%	0.9%	**25.7%**	-	-
Lights	0	4701	2204	1	**6906**	-	576	4814	0	1	**5391**	-	0	0	0	0	**0**	-	394	1920	1769	132	**4215**	-	16512
% Lights	0%	98.8%	98.6%	100%	**98.7%**	-	97.1%	99.1%	0%	100%	**98.8%**	-	0%	0%	0%	0%	**-**	-	97.8%	99.3%	98.2%	83.5%	**98.1%**	-	98.6%
Articulated Trucks	0	5	1	0	**6**	-	5	2	0	0	**7**	-	0	0	0	0	**0**	-	0	3	3	0	**6**	-	19
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	-	0.8%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**-**	-	0%	0.2%	0.2%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	0	52	30	0	**82**	-	12	44	0	0	**56**	-	0	0	0	0	**0**	-	9	10	29	26	**74**	-	212
% Buses and Single-Unit Trucks	0%	1.1%	1.3%	0%	**1.2%**	-	2.0%	0.9%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**-**	-	2.2%	0.5%	1.6%	16.5%	**1.7%**	-	1.3%
Pedestrians	-	-	-	-	-	62	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	36	
% Pedestrians	-	-	-	-	-	95.4%	-	-	-	-	-	-	-	-	-	-	-	85.7%	-	-	-	-	-	81.8%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	8	
% Bicycles on Crosswalk	-	-	-	-	-	4.6%	-	-	-	-	-	-	-	-	-	-	-	14.3%	-	-	-	-	-	18.2%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Lemmon Avenue at US 75 SBFR - TMC

Wed May 9, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521039, Location: 32.80367, -96.793682, Site Code: 7

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Lemmon Avenue Eastbound						Lemmon Avenue Westbound						US 75 SBFR Northbound						US 75 SBFR Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 7:30AM	0	193	113	0	**306**	3	36	365	0	0	**401**	0	0	0	0	0	**0**	0	20	129	127	2	**278**	0	**985**
7:45AM	0	174	99	0	**273**	1	54	399	0	0	**453**	0	0	0	0	0	**0**	0	17	119	108	6	**250**	1	**976**
8:00AM	0	204	111	0	**315**	5	49	327	0	0	**376**	0	0	0	0	0	**0**	0	20	129	128	9	**286**	2	**977**
8:15AM	0	145	113	0	**258**	1	53	393	0	0	**446**	0	0	0	0	0	**0**	0	28	121	114	6	**269**	2	**973**
Total	0	716	436	0	**1152**	10	192	1484	0	0	**1676**	0	0	0	0	0	**0**	0	85	498	477	23	**1083**	5	**3911**
% Approach	0%	62.2%	37.8%	0%	**-**	-	11.5%	88.5%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	7.8%	46.0%	44.0%	2.1%	**-**	-	-
% Total	0%	18.3%	11.1%	0%	**29.5%**	-	4.9%	37.9%	0%	0%	**42.9%**	-	0%	0%	0%	0%	**0%**	-	2.2%	12.7%	12.2%	0.6%	**27.7%**	-	-
PHF	-	0.877	0.965	-	**0.914**	-	0.889	0.930	-	-	**0.925**	-	-	-	-	-	**-**	-	0.759	0.965	0.932	0.639	**0.947**	-	0.993
Lights	0	695	426	0	**1121**	-	189	1464	0	0	**1653**	-	0	0	0	0	**0**	-	83	497	466	19	**1065**	-	3839
% Lights	0%	97.1%	97.7%	0%	**97.3%**	-	98.4%	98.7%	0%	0%	**98.6%**	-	0%	0%	0%	0%	**-**	-	97.6%	99.8%	97.7%	82.6%	**98.3%**	-	98.2%
Articulated Trucks	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	2	0	**2**	-	4
% Articulated Trucks	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0.4%	0%	**0.2%**	-	0.1%
Buses and Single-Unit Trucks	0	19	10	0	**29**	-	3	20	0	0	**23**	-	0	0	0	0	**0**	-	2	1	9	4	**16**	-	68
% Buses and Single-Unit Trucks	0%	2.7%	2.3%	0%	**2.5%**	-	1.6%	1.3%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**-**	-	2.4%	0.2%	1.9%	17.4%	**1.5%**	-	1.7%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	90.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	10.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Lemmon Avenue at US 75 SBFR - TMC

Wed May 9, 2018
PM Peak (5PM - 6PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521039, Location: 32.80367, -96.793682, Site Code: 7

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Lemmon Avenue Eastbound						Lemmon Avenue Westbound						US 75 SBFR Northbound						US 75 SBFR Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 5:00PM	0	389	175	0	**564**	6	35	278	0	0	**313**	0	0	0	0	0	**0**	0	21	137	97	11	**266**	2	**1143**
5:15PM	0	448	199	0	**647**	3	37	260	0	0	**297**	0	0	0	0	0	**0**	1	30	129	95	8	**262**	3	**1206**
5:30PM	0	460	171	0	**631**	2	43	245	0	0	**288**	0	0	0	0	0	**0**	1	52	169	115	17	**353**	2	**1272**
5:45PM	0	444	197	1	**642**	7	34	262	0	0	**296**	0	0	0	0	0	**0**	1	28	115	125	13	**281**	3	**1219**
Total	0	1741	742	1	**2484**	18	149	1045	0	0	**1194**	0	0	0	0	0	**0**	3	131	550	432	49	**1162**	10	**4840**
% Approach	0%	70.1%	29.9%	0%	**-**	-	12.5%	87.5%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	11.3%	47.3%	37.2%	4.2%	**-**	-	-
% Total	0%	36.0%	15.3%	0%	**51.3%**	-	3.1%	21.6%	0%	0%	**24.7%**	-	0%	0%	0%	0%	**0%**	-	2.7%	11.4%	8.9%	1.0%	**24.0%**	-	-
PHF	-	0.946	0.932	0.250	**0.960**	-	0.866	0.940	-	-	**0.954**	-	-	-	-	-	**-**	-	0.630	0.814	0.864	0.721	**0.823**	-	0.951
Lights	0	1729	730	1	**2460**	-	146	1040	0	0	**1186**	-	0	0	0	0	**0**	-	129	545	425	43	**1142**	-	4788
% Lights	0%	99.3%	98.4%	100%	**99.0%**	-	98.0%	99.5%	0%	0%	**99.3%**	-	0%	0%	0%	0%	**-**	-	98.5%	99.1%	98.4%	87.8%	**98.3%**	-	98.9%
Articulated Trucks	0	2	1	0	**3**	-	2	1	0	0	**3**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	8
% Articulated Trucks	0%	0.1%	0.1%	0%	**0.1%**	-	1.3%	0.1%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**-**	-	0%	0.4%	0%	0%	**0.2%**	-	0.2%
Buses and Single-Unit Trucks	0	10	11	0	**21**	-	1	4	0	0	**5**	-	0	0	0	0	**0**	-	2	3	7	6	**18**	-	44
% Buses and Single-Unit Trucks	0%	0.6%	1.5%	0%	**0.8%**	-	0.7%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**-**	-	1.5%	0.5%	1.6%	12.2%	**1.5%**	-	0.9%
Pedestrians	-	-	-	-	-	17	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	94.4%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	60.0%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	5.6%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	40.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8. Lemmon Avenue at US 75 NBFR - TMC

Wed May 9, 2018
Full Length (7AM-9AM, 4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521040, Location: 32.803266, -96.792665, Site Code: 8

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lemmon Avenue						Lemmon Avenue						US 75 NBFR						US 75 NBFR						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 7:00AM	66	108	0	0	**174**	0	0	223	25	0	**248**	5	123	167	25	20	**335**	0	0	0	0	0	**0**	0	**757**
7:15AM	71	99	0	0	**170**	0	0	257	24	2	**283**	6	180	191	33	25	**429**	0	0	0	0	0	**0**	0	**882**
7:30AM	99	123	0	0	**222**	0	0	249	25	1	**275**	5	149	211	40	7	**407**	2	0	0	0	0	**0**	0	**904**
7:45AM	73	120	0	0	**193**	0	0	270	31	1	**302**	2	160	221	35	16	**432**	0	0	0	0	0	**0**	0	**927**
Hourly Total	309	450	0	0	**759**	0	0	999	105	4	**1108**	18	612	790	133	68	**1603**	2	0	0	0	0	**0**	0	**3470**
8:00AM	82	147	0	0	**229**	0	0	259	34	2	**295**	1	121	195	42	20	**378**	0	1	0	0	0	**1**	0	**903**
8:15AM	71	100	0	0	**171**	0	0	275	34	1	**310**	4	159	251	34	20	**464**	1	0	0	0	0	**0**	0	**945**
8:30AM	89	116	0	0	**205**	0	0	224	34	2	**260**	5	158	202	41	20	**421**	4	0	0	0	0	**0**	0	**886**
8:45AM	83	123	0	0	**206**	0	0	229	26	0	**255**	7	154	225	30	16	**425**	3	0	0	0	0	**0**	0	**886**
Hourly Total	325	486	0	0	**811**	0	0	987	128	5	**1120**	17	592	873	147	76	**1688**	8	1	0	0	0	**1**	0	**3620**
4:30PM	137	268	0	0	**405**	0	0	177	28	3	**208**	7	127	121	73	15	**336**	2	0	0	0	0	**0**	0	**949**
4:45PM	112	342	0	1	**455**	0	0	132	31	1	**164**	6	133	136	82	16	**367**	5	0	0	0	0	**0**	0	**986**
Hourly Total	249	610	0	1	**860**	0	0	309	59	4	**372**	13	260	257	155	31	**703**	7	0	0	0	0	**0**	0	**1935**
5:00PM	150	282	0	0	**432**	0	0	187	37	2	**226**	4	145	159	80	15	**399**	1	0	0	0	0	**0**	1	**1057**
5:15PM	130	350	0	0	**480**	0	0	148	34	0	**182**	2	164	182	92	13	**451**	3	0	0	0	0	**0**	0	**1113**
5:30PM	157	354	0	0	**511**	0	0	173	27	1	**201**	5	136	148	69	15	**368**	1	0	0	0	0	**0**	0	**1080**
5:45PM	157	311	0	0	**468**	0	0	150	22	1	**173**	3	134	186	79	10	**409**	2	0	0	0	0	**0**	0	**1050**
Hourly Total	594	1297	0	0	**1891**	0	0	658	120	4	**782**	14	579	675	320	53	**1627**	7	0	0	0	0	**0**	1	**4300**
6:00PM	130	296	0	1	**427**	0	0	168	25	3	**196**	2	121	145	72	13	**351**	0	0	0	0	0	**0**	0	**974**
6:15PM	152	297	0	0	**449**	0	0	153	22	0	**175**	5	126	154	73	24	**377**	1	0	0	0	0	**0**	0	**1001**
Hourly Total	282	593	0	1	**876**	0	0	321	47	3	**371**	7	247	299	145	37	**728**	1	0	0	0	0	**0**	0	**1975**
Total	1759	3436	0	2	**5197**	0	0	3274	459	20	**3753**	69	2290	2894	900	265	**6349**	25	1	0	0	0	**1**	1	**15300**
% Approach	33.8%	66.1%	0%	0%	**-**	-	0%	87.2%	12.2%	0.5%	**-**	-	36.1%	45.6%	14.2%	4.2%	**-**	-	100%	0%	0%	0%	**-**	-	-
% Total	11.5%	22.5%	0%	0%	**34.0%**	-	0%	21.4%	3.0%	0.1%	**24.5%**	-	15.0%	18.9%	5.9%	1.7%	**41.5%**	-	0%	0%	0%	0%	**0%**	-	-
Lights	1732	3398	0	2	**5132**	-	0	3234	437	20	**3691**	-	2267	2849	887	260	**6263**	-	1	0	0	0	**1**	-	15087
% Lights	98.5%	98.9%	0%	100%	**98.7%**	-	0%	98.8%	95.2%	100%	**98.3%**	-	99.0%	98.4%	98.6%	98.1%	**98.6%**	-	100%	0%	0%	0%	**100%**	-	98.6%
Articulated Trucks	3	2	0	0	**5**	-	0	7	1	0	**8**	-	3	4	3	1	**11**	-	0	0	0	0	**0**	-	24
% Articulated Trucks	0.2%	0.1%	0%	0%	**0.1%**	-	0%	0.2%	0.2%	0%	**0.2%**	-	0.1%	0.1%	0.3%	0.4%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	24	36	0	0	**60**	-	0	33	21	0	**54**	-	20	41	10	4	**75**	-	0	0	0	0	**0**	-	189
% Buses and Single-Unit Trucks	1.4%	1.0%	0%	0%	**1.2%**	-	0%	1.0%	4.6%	0%	**1.4%**	-	0.9%	1.4%	1.1%	1.5%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	61	-	-	-	-	-	22	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	88.4%	-	-	-	-	-	88.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	3	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	11.6%	-	-	-	-	-	12.0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8. Lemmon Avenue at US 75 NBFR - TMC

Wed May 9, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521040, Location: 32.803266, -96.792665, Site Code: 8

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Lemmon Avenue Eastbound						Lemmon Avenue Westbound						US 75 NBFR Northbound						US 75 NBFR Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 7:30AM	99	123	0	0	**222**	0	0	249	25	1	**275**	5	149	211	40	7	**407**	2	0	0	0	0	**0**	0	**904**
7:45AM	73	120	0	0	**193**	0	0	270	31	1	**302**	2	160	221	35	16	**432**	0	0	0	0	0	**0**	0	**927**
8:00AM	82	147	0	0	**229**	0	0	259	34	2	**295**	1	121	195	42	20	**378**	0	1	0	0	0	**1**	0	**903**
8:15AM	71	100	0	0	**171**	0	0	275	34	1	**310**	4	159	251	34	20	**464**	1	0	0	0	0	**0**	0	**945**
Total	325	490	0	0	**815**	0	0	1053	124	5	**1182**	12	589	878	151	63	**1681**	3	1	0	0	0	**1**	0	**3679**
% Approach	39.9%	60.1%	0%	0%	**-**	-	0%	89.1%	10.5%	0.4%	**-**	-	35.0%	52.2%	9.0%	3.7%	**-**	-	100%	0%	0%	0%	**-**	-	-
% Total	8.8%	13.3%	0%	0%	**22.2%**	-	0%	28.6%	3.4%	0.1%	**32.1%**	-	16.0%	23.9%	4.1%	1.7%	**45.7%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	0.821	0.833	-	-	**0.890**	-	-	0.957	0.912	0.625	**0.953**	-	0.920	0.875	0.899	0.788	**0.906**	-	0.250	-	-	-	**0.250**	-	0.973
Lights	314	479	0	0	**793**	-	0	1040	118	5	**1163**	-	579	863	147	62	**1651**	-	1	0	0	0	**1**	-	3608
% Lights	96.6%	97.8%	0%	0%	**97.3%**	-	0%	98.8%	95.2%	100%	**98.4%**	-	98.3%	98.3%	97.4%	98.4%	**98.2%**	-	100%	0%	0%	0%	**100%**	-	98.1%
Articulated Trucks	2	0	0	0	**2**	-	0	0	0	0	**0**	-	1	2	1	0	**4**	-	0	0	0	0	**0**	-	6
% Articulated Trucks	0.6%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.2%	0.2%	0.7%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	9	11	0	0	**20**	-	0	13	6	0	**19**	-	9	13	3	1	**26**	-	0	0	0	0	**0**	-	65
% Buses and Single-Unit Trucks	2.8%	2.2%	0%	0%	**2.5%**	-	0%	1.2%	4.8%	0%	**1.6%**	-	1.5%	1.5%	2.0%	1.6%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	83.3%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	16.7%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8. Lemmon Avenue at US 75 NBFR - TMC

Wed May 9, 2018
PM Peak (5PM - 6PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 521040, Location: 32.803266, -96.792665, Site Code: 8

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lemmon Avenue						Lemmon Avenue						US 75 NBFR						US 75 NBFR						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-09 5:00PM	150	282	0	0	**432**	0	0	187	37	2	**226**	4	145	159	80	15	**399**	1	0	0	0	0	**0**	1	**1057**
5:15PM	130	350	0	0	**480**	0	0	148	34	0	**182**	2	164	182	92	13	**451**	3	0	0	0	0	**0**	0	**1113**
5:30PM	157	354	0	0	**511**	0	0	173	27	1	**201**	5	136	148	69	15	**368**	1	0	0	0	0	**0**	0	**1080**
5:45PM	157	311	0	0	**468**	0	0	150	22	1	**173**	3	134	186	79	10	**409**	2	0	0	0	0	**0**	0	**1050**
Total	594	1297	0	0	**1891**	0	0	658	120	4	**782**	14	579	675	320	53	**1627**	7	0	0	0	0	**0**	1	**4300**
% Approach	31.4%	68.6%	0%	0%	-	-	0%	84.1%	15.3%	0.5%	-	-	35.6%	41.5%	19.7%	3.3%	-	-	0%	0%	0%	0%	-	-	-
% Total	13.8%	30.2%	0%	0%	**44.0%**	-	0%	15.3%	2.8%	0.1%	**18.2%**	-	13.5%	15.7%	7.4%	1.2%	**37.8%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	0.946	0.916	-	-	**0.925**	-	-	0.880	0.811	0.500	**0.865**	-	0.883	0.907	0.870	0.883	**0.902**	-	-	-	-	-	-	-	0.966
Lights	589	1287	0	0	**1876**	-	0	653	114	4	**771**	-	577	670	317	53	**1617**	-	0	0	0	0	**0**	-	4264
% Lights	99.2%	99.2%	0%	0%	**99.2%**	-	0%	99.2%	95.0%	100%	**98.6%**	-	99.7%	99.3%	99.1%	100%	**99.4%**	-	0%	0%	0%	0%	-	-	99.2%
Articulated Trucks	1	1	0	0	**2**	-	0	2	1	0	**3**	-	1	0	1	0	**2**	-	0	0	0	0	**0**	-	7
% Articulated Trucks	0.2%	0.1%	0%	0%	**0.1%**	-	0%	0.3%	0.8%	0%	**0.4%**	-	0.2%	0%	0.3%	0%	**0.1%**	-	0%	0%	0%	0%	-	-	0.2%
Buses and Single-Unit Trucks	4	9	0	0	**13**	-	0	3	5	0	**8**	-	1	5	2	0	**8**	-	0	0	0	0	**0**	-	29
% Buses and Single-Unit Trucks	0.7%	0.7%	0%	0%	**0.7%**	-	0%	0.5%	4.2%	0%	**1.0%**	-	0.2%	0.7%	0.6%	0%	**0.5%**	-	0%	0%	0%	0%	-	-	0.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	6	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	78.6%	-	-	-	-	-	85.7%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	21.4%	-	-	-	-	-	14.3%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 jake.halter@kimley-horn.com

Count Name: 1. Haskell Ave at US 75 SBFR
Site Code: 1
Start Date: 11/14/2017

Turning Movement Data

Start Time	US 75 SBFR Southbound						Haskell Avenue Westbound						US 75 SBFR Northbound						Blackburn Street Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	97	288	93	13	3	491	76	87	0	1	0	164	0	0	0	13	14	13	0	73	42	0	0	115	783
7:15 AM	94	299	103	26	3	522	67	99	0	1	0	167	0	0	0	10	3	10	0	78	46	0	1	124	823
7:30 AM	127	381	129	25	6	662	93	104	0	1	0	198	0	0	0	9	3	9	0	92	56	0	0	148	1017
7:45 AM	115	362	155	21	8	653	98	136	0	0	0	234	0	0	0	13	2	13	0	105	84	0	2	189	1089
Hourly Total	433	1330	480	85	20	2328	334	426	0	3	0	763	0	0	0	45	22	45	0	348	228	0	3	576	3712
8:00 AM	136	473	126	23	5	758	98	121	0	0	0	219	0	0	0	17	1	17	0	91	63	0	2	154	1148
8:15 AM	122	428	128	17	8	695	117	150	0	0	0	267	0	0	0	14	4	14	0	127	84	0	7	211	1187
8:30 AM	135	474	154	23	17	786	103	117	0	0	0	220	0	0	0	21	5	21	0	95	85	0	8	180	1207
8:45 AM	131	402	150	25	19	708	68	151	0	0	0	219	0	0	0	19	4	19	0	110	69	0	7	179	1125
Hourly Total	524	1777	558	88	49	2947	386	539	0	0	0	925	0	0	0	71	14	71	0	423	301	0	24	724	4667
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM	101	311	87	31	9	530	114	107	0	0	0	221	0	0	0	46	5	46	0	168	71	0	8	239	1036
4:45 PM	77	270	89	17	13	453	100	103	0	0	0	203	0	0	0	43	2	43	0	125	75	0	1	200	899
Hourly Total	178	581	176	48	22	983	214	210	0	0	0	424	0	0	0	89	7	89	0	293	146	0	9	439	1935
5:00 PM	97	379	106	24	6	606	115	116	0	0	0	231	0	0	0	58	0	58	0	142	89	0	2	231	1126
5:15 PM	83	372	80	13	5	548	129	129	0	0	0	258	0	0	0	54	11	54	0	187	78	0	0	265	1125
5:30 PM	95	321	74	28	4	518	142	145	0	0	0	287	0	0	0	43	15	43	0	171	80	1	1	252	1100
5:45 PM	74	341	72	21	5	508	110	150	0	1	0	261	0	0	0	44	7	44	0	176	92	0	2	268	1081
Hourly Total	349	1413	332	86	20	2180	496	540	0	1	0	1037	0	0	0	199	33	199	0	676	339	1	5	1016	4432
6:00 PM	105	271	109	29	4	514	118	118	0	1	0	237	0	0	0	50	0	50	0	182	83	0	1	265	1066
6:15 PM	76	255	88	26	5	445	133	114	0	1	0	248	0	0	0	34	2	34	0	181	69	0	0	250	977
Grand Total	1665	5627	1743	362	120	9397	1681	1947	0	6	0	3634	0	0	0	488	78	488	0	2103	1166	1	42	3270	16789
Approach %	17.7	59.9	18.5	3.9	-	-	46.3	53.6	0.0	0.2	-	-	0.0	0.0	0.0	100.0	-	-	0.0	64.3	35.7	0.0	-	-	-
Total %	9.9	33.5	10.4	2.2	-	56.0	10.0	11.6	0.0	0.0	-	21.6	0.0	0.0	0.0	2.9	-	2.9	0.0	12.5	6.9	0.0	-	19.5	-
Lights	1648	5579	1721	360	-	9308	1652	1895	0	6	-	3553	0	0	0	467	-	467	0	2087	1119	1	-	3207	16535
% Lights	99.0	99.1	98.7	99.4	-	99.1	98.3	97.3	-	100.0	-	97.8	-	-	-	95.7	-	95.7	-	99.2	96.0	100.0	-	98.1	98.5
Mediums	16	44	20	2	-	82	25	49	0	0	-	74	0	0	0	18	-	18	0	15	42	0	-	57	231
% Mediums	1.0	0.8	1.1	0.6	-	0.9	1.5	2.5	-	0.0	-	2.0	-	-	-	3.7	-	3.7	-	0.7	3.6	0.0	-	1.7	1.4
Articulated Trucks	1	4	2	0	-	7	4	3	0	0	-	7	0	0	0	3	-	3	0	1	5	0	-	6	23
% Articulated Trucks	0.1	0.1	0.1	0.0	-	0.1	0.2	0.2	-	0.0	-	0.2	-	-	-	0.6	-	0.6	-	0.0	0.4	0.0	-	0.2	0.1
Bicycles on Crosswalk	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	8.3	-	-	-	-	-	-	-	-	-	-	-	1.3	-	-	-	-	-	2.4	-	-
Pedestrians	-	-	-	-	110	-	-	-	-	-	0	-	-	-	-	-	77	-	-	-	-	-	41	-	-
% Pedestrians	-	-	-	-	91.7	-	-	-	-	-	-	-	-	-	-	-	98.7	-	-	-	-	-	97.6	-	-

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5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 jake.halter@kimley-horn.com

Count Name: 1. Haskell Ave at US 75 SBFR
Site Code: 1
Start Date: 11/14/2017

Turning Movement Peak Hour Data (8:00 AM)

Start Time	US 75 SBFR Southbound						Haskell Avenue Westbound						US 75 SBFR Northbound						Blackburn Street Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	136	473	126	23	5	758	98	121	0	0	0	219	0	0	0	17	1	17	0	91	63	0	2	154	1148
8:15 AM	122	428	128	17	8	695	117	150	0	0	0	267	0	0	0	14	4	14	0	127	84	0	7	211	1187
8:30 AM	135	474	154	23	17	786	103	117	0	0	0	220	0	0	0	21	5	21	0	95	85	0	8	180	1207
8:45 AM	131	402	150	25	19	708	68	151	0	0	0	219	0	0	0	19	4	19	0	110	69	0	7	179	1125
Total	524	1777	558	88	49	2947	386	539	0	0	0	925	0	0	0	71	14	71	0	423	301	0	24	724	4667
Approach %	17.8	60.3	18.9	3.0	-	-	41.7	58.3	0.0	0.0	-	-	0.0	0.0	0.0	100.0	-	-	0.0	58.4	41.6	0.0	-	-	-
Total %	11.2	38.1	12.0	1.9	-	63.1	8.3	11.5	0.0	0.0	-	19.8	0.0	0.0	0.0	1.5	-	1.5	0.0	9.1	6.4	0.0	-	15.5	-
PHF	0.963	0.937	0.906	0.880	-	0.937	0.825	0.892	0.000	0.000	-	0.866	0.000	0.000	0.000	0.845	-	0.845	0.000	0.833	0.885	0.000	-	0.858	0.967
Lights	517	1761	549	87	-	2914	372	517	0	0	-	889	0	0	0	62	-	62	0	418	282	0	-	700	4565
% Lights	98.7	99.1	98.4	98.9	-	98.9	96.4	95.9	-	-	-	96.1	-	-	-	87.3	-	87.3	-	98.8	93.7	-	-	96.7	97.8
Mediums	7	15	8	1	-	31	10	20	0	0	-	30	0	0	0	7	-	7	0	5	18	0	-	23	91
% Mediums	1.3	0.8	1.4	1.1	-	1.1	2.6	3.7	-	-	-	3.2	-	-	-	9.9	-	9.9	-	1.2	6.0	-	-	3.2	1.9
Articulated Trucks	0	1	1	0	-	2	4	2	0	0	-	6	0	0	0	2	-	2	0	0	1	0	-	1	11
% Articulated Trucks	0.0	0.1	0.2	0.0	-	0.1	1.0	0.4	-	-	-	0.6	-	-	-	2.8	-	2.8	-	0.0	0.3	-	-	0.1	0.2
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	2.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	48	-	-	-	-	-	0	-	-	-	-	-	14	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	98.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 1. Haskell Ave at US 75 SBFR
Site Code: 1
Start Date: 11/14/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	US 75 SBFR Southbound						Haskell Avenue Westbound						US 75 SBFR Northbound						Blackburn Street Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	97	379	106	24	6	606	115	116	0	0	0	231	0	0	0	58	0	58	0	142	89	0	2	231	1126
5:15 PM	83	372	80	13	5	548	129	129	0	0	0	258	0	0	0	54	11	54	0	187	78	0	0	265	1125
5:30 PM	95	321	74	28	4	518	142	145	0	0	0	287	0	0	0	43	15	43	0	171	80	1	1	252	1100
5:45 PM	74	341	72	21	5	508	110	150	0	1	0	261	0	0	0	44	7	44	0	176	92	0	2	268	1081
Total	349	1413	332	86	20	2180	496	540	0	1	0	1037	0	0	0	199	33	199	0	676	339	1	5	1016	4432
Approach %	16.0	64.8	15.2	3.9	-	-	47.8	52.1	0.0	0.1	-	-	0.0	0.0	0.0	100.0	-	-	0.0	66.5	33.4	0.1	-	-	-
Total %	7.9	31.9	7.5	1.9	-	49.2	11.2	12.2	0.0	0.0	-	23.4	0.0	0.0	0.0	4.5	-	4.5	0.0	15.3	7.6	0.0	-	22.9	-
PHF	0.899	0.932	0.783	0.768	-	0.899	0.873	0.900	0.000	0.250	-	0.903	0.000	0.000	0.000	0.858	-	0.858	0.000	0.904	0.921	0.250	-	0.948	0.984
Lights	348	1408	331	85	-	2172	491	532	0	1	-	1024	0	0	0	196	-	196	0	676	327	1	-	1004	4396
% Lights	99.7	99.6	99.7	98.8	-	99.6	99.0	98.5	-	100.0	-	98.7	-	-	-	98.5	-	98.5	-	100.0	96.5	100.0	-	98.8	99.2
Mediums	1	4	1	1	-	7	5	8	0	0	-	13	0	0	0	3	-	3	0	0	9	0	-	9	32
% Mediums	0.3	0.3	0.3	1.2	-	0.3	1.0	1.5	-	0.0	-	1.3	-	-	-	1.5	-	1.5	-	0.0	2.7	0.0	-	0.9	0.7
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	4
% Articulated Trucks	0.0	0.1	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	0.9	0.0	-	0.3	0.1
Bicycles on Crosswalk	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	20.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	16	-	-	-	-	-	0	-	-	-	-	-	33	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	80.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 2. Haskell Ave at US 75 NBFR
Site Code: 2
Start Date: 11/14/2017
Page No: 1

Turning Movement Data

Start Time	US 75 NBFR Southbound						Haskell Avenue Westbound						US 75 NBFR Northbound						Haskell Avenue/Blackburn Street Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	15	3	15	0	122	88	0	1	210	38	227	45	13	13	323	54	117	0	0	0	171	719
7:15 AM	0	0	0	26	3	26	0	120	82	0	2	202	48	288	45	11	4	392	55	114	0	0	0	169	789
7:30 AM	0	0	0	25	6	25	0	151	108	0	0	259	47	335	61	10	2	453	74	152	0	0	0	226	963
7:45 AM	0	0	0	21	8	21	0	156	77	0	3	233	71	387	65	13	1	536	65	148	0	0	0	213	1003
Hourly Total	0	0	0	87	20	87	0	549	355	0	6	904	204	1237	216	47	20	1704	248	531	0	0	0	779	3474
8:00 AM	0	0	0	24	4	24	0	166	97	0	1	263	50	313	60	16	2	439	68	181	0	0	0	249	975
8:15 AM	0	0	0	19	10	19	0	168	91	0	4	259	85	358	67	14	3	524	81	160	0	0	0	241	1043
8:30 AM	0	0	0	24	15	24	0	161	83	0	3	244	56	310	60	18	5	444	65	161	0	0	0	226	938
8:45 AM	0	0	0	26	20	26	0	152	61	0	4	213	63	344	68	19	4	494	69	171	0	0	0	240	973
Hourly Total	0	0	0	93	49	93	0	647	332	0	12	979	254	1325	255	67	14	1901	283	673	0	0	0	956	3929
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM	0	0	0	32	20	32	0	179	110	0	3	289	53	269	73	47	5	442	108	162	0	0	0	270	1033
4:45 PM	0	0	0	17	9	17	0	128	84	0	1	212	65	297	83	43	3	488	74	125	0	0	0	199	916
Hourly Total	0	0	0	49	29	49	0	307	194	0	4	501	118	566	156	90	8	930	182	287	0	0	0	469	1949
5:00 PM	0	0	0	25	13	25	0	168	83	1	2	252	70	328	100	61	0	559	90	147	0	0	0	237	1073
5:15 PM	0	0	0	14	5	14	0	167	83	0	0	250	85	385	98	54	8	622	106	162	0	0	0	268	1154
5:30 PM	0	0	0	30	7	30	0	203	90	0	0	293	76	440	89	42	18	647	99	172	0	0	0	271	1241
5:45 PM	0	0	0	21	4	21	0	149	102	1	0	252	77	418	92	40	4	627	105	143	0	0	0	248	1148
Hourly Total	0	0	0	90	29	90	0	687	358	2	2	1047	308	1571	379	197	30	2455	400	624	0	0	0	1024	4616
6:00 PM	0	0	0	30	5	30	0	168	98	0	0	266	68	346	93	44	4	551	134	164	0	0	0	298	1145
6:15 PM	0	0	0	25	6	25	0	175	90	0	1	265	59	453	90	31	4	633	108	136	0	1	0	245	1168
Grand Total	0	0	0	374	138	374	0	2533	1427	2	25	3962	1011	5498	1189	476	80	8174	1355	2415	0	1	0	3771	16281
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	63.9	36.0	0.1	-	-	12.4	67.3	14.5	5.8	-	-	35.9	64.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	2.3	-	2.3	0.0	15.6	8.8	0.0	-	24.3	6.2	33.8	7.3	2.9	-	50.2	8.3	14.8	0.0	0.0	-	23.2	-
Lights	0	0	0	373	-	373	0	2499	1413	2	-	3914	964	5424	1171	456	-	8015	1343	2396	0	1	-	3740	16042
% Lights	-	-	-	99.7	-	99.7	-	98.7	99.0	100.0	-	98.8	95.4	98.7	98.5	95.8	-	98.1	99.1	99.2	-	100.0	-	99.2	98.5
Mediums	0	0	0	0	-	0	0	32	12	0	-	44	42	61	17	17	-	137	11	18	0	0	-	29	210
% Mediums	-	-	-	0.0	-	0.0	-	1.3	0.8	0.0	-	1.1	4.2	1.1	1.4	3.6	-	1.7	0.8	0.7	-	0.0	-	0.8	1.3
Articulated Trucks	0	0	0	1	-	1	0	2	2	0	-	4	5	13	1	3	-	22	1	1	0	0	-	2	29
% Articulated Trucks	-	-	-	0.3	-	0.3	-	0.1	0.1	0.0	-	0.1	0.5	0.2	0.1	0.6	-	0.3	0.1	0.0	-	0.0	-	0.1	0.2
Bicycles on Crosswalk	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	6.5	-	-	-	-	-	4.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	129	-	-	-	-	-	24	-	-	-	-	-	80	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	93.5	-	-	-	-	-	96.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: 2. Haskell Ave at US 75 NBFR
Site Code: 2
Start Date: 11/14/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	US 75 NBFR Southbound						Haskell Avenue Westbound						US 75 NBFR Northbound						Haskell Avenue/Blackburn Street Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	0	0	0	25	6	25	0	151	108	0	0	259	47	335	61	10	2	453	74	152	0	0	0	226	963
7:45 AM	0	0	0	21	8	21	0	156	77	0	3	233	71	387	65	13	1	536	65	148	0	0	0	213	1003
8:00 AM	0	0	0	24	4	24	0	166	97	0	1	263	50	313	60	16	2	439	68	181	0	0	0	249	975
8:15 AM	0	0	0	19	10	19	0	168	91	0	4	259	85	358	67	14	3	524	81	160	0	0	0	241	1043
Total	0	0	0	89	28	89	0	641	373	0	8	1014	253	1393	253	53	8	1952	288	641	0	0	0	929	3984
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	63.2	36.8	0.0	-	-	13.0	71.4	13.0	2.7	-	-	31.0	69.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	2.2	-	2.2	0.0	16.1	9.4	0.0	-	25.5	6.4	35.0	6.4	1.3	-	49.0	7.2	16.1	0.0	0.0	-	23.3	-
PHF	0.000	0.000	0.000	0.890	-	0.890	0.000	0.954	0.863	0.000	-	0.964	0.744	0.900	0.944	0.828	-	0.910	0.889	0.885	0.000	0.000	-	0.933	0.955
Lights	0	0	0	89	-	89	0	624	367	0	-	991	241	1361	249	47	-	1898	281	637	0	0	-	918	3896
% Lights	-	-	-	100.0	-	100.0	-	97.3	98.4	-	-	97.7	95.3	97.7	98.4	88.7	-	97.2	97.6	99.4	-	-	-	98.8	97.8
Mediums	0	0	0	0	-	0	0	15	4	0	-	19	10	26	4	5	-	45	6	3	0	0	-	9	73
% Mediums	-	-	-	0.0	-	0.0	-	2.3	1.1	-	-	1.9	4.0	1.9	1.6	9.4	-	2.3	2.1	0.5	-	-	-	1.0	1.8
Articulated Trucks	0	0	0	0	-	0	0	2	2	0	-	4	2	6	0	1	-	9	1	1	0	0	-	2	15
% Articulated Trucks	-	-	-	0.0	-	0.0	-	0.3	0.5	-	-	0.4	0.8	0.4	0.0	1.9	-	0.5	0.3	0.2	-	-	-	0.2	0.4
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	3.6	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	27	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	96.4	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: 2. Haskell Ave at US 75 NBFR
Site Code: 2
Start Date: 11/14/2017

Turning Movement Peak Hour Data (5:30 PM)

Start Time	US 75 NBFR Southbound						Haskell Avenue Westbound						US 75 NBFR Northbound						Haskell Avenue/Blackburn Street Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:30 PM	0	0	0	30	7	30	0	203	90	0	0	293	76	440	89	42	18	647	99	172	0	0	0	271	1241
5:45 PM	0	0	0	21	4	21	0	149	102	1	0	252	77	418	92	40	4	627	105	143	0	0	0	248	1148
6:00 PM	0	0	0	30	5	30	0	168	98	0	0	266	68	346	93	44	4	551	134	164	0	0	0	298	1145
6:15 PM	0	0	0	25	6	25	0	175	90	0	1	265	59	453	90	31	4	633	108	136	0	1	0	245	1168
Total	0	0	0	106	22	106	0	695	380	1	1	1076	280	1657	364	157	30	2458	446	615	0	1	0	1062	4702
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	64.6	35.3	0.1	-	-	11.4	67.4	14.8	6.4	-	-	42.0	57.9	0.0	0.1	-	-	-
Total %	0.0	0.0	0.0	2.3	-	2.3	0.0	14.8	8.1	0.0	-	22.9	6.0	35.2	7.7	3.3	-	52.3	9.5	13.1	0.0	0.0	-	22.6	-
PHF	0.000	0.000	0.000	0.883	-	0.883	0.000	0.856	0.931	0.250	-	0.918	0.909	0.914	0.978	0.892	-	0.950	0.832	0.894	0.000	0.250	-	0.891	0.947
Lights	0	0	0	106	-	106	0	692	380	1	-	1073	272	1654	361	154	-	2441	446	612	0	1	-	1059	4679
% Lights	-	-	-	100.0	-	100.0	-	99.6	100.0	100.0	-	99.7	97.1	99.8	99.2	98.1	-	99.3	100.0	99.5	-	100.0	-	99.7	99.5
Mediums	0	0	0	0	-	0	0	3	0	0	-	3	8	3	3	3	-	17	0	3	0	0	-	3	23
% Mediums	-	-	-	0.0	-	0.0	-	0.4	0.0	0.0	-	0.3	2.9	0.2	0.8	1.9	-	0.7	0.0	0.5	-	0.0	-	0.3	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	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
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	4.5	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	21	-	-	-	-	-	1	-	-	-	-	-	30	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	95.5	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kimley»Horn

Synchro™ Output - 2018 Existing Traffic

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1226	38	0	35
Future Vol, veh/h	0	0	1226	38	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1333	41	0	38

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	687
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	334
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	334
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	17.2
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	334
HCM Lane V/C Ratio	-	-	0.114
HCM Control Delay (s)	-	-	17.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.4

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	227	1226	36	0
Future Vol, veh/h	0	0	227	1226	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	247	1333	39	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	1027	-
Stage 1	-	-	0	-
Stage 2	-	-	1027	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	301	0
Stage 1	-	-	-	0
Stage 2	-	-	276	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	301	-
Mov Cap-2 Maneuver	-	-	301	-
Stage 1	-	-	-	-
Stage 2	-	-	276	-

Approach	WB	NB
HCM Control Delay, s		18.7
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	301	-	-
HCM Lane V/C Ratio	0.13	-	-
HCM Control Delay (s)	18.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	679	63	0	1097	0	36
Future Vol, veh/h	679	63	0	1097	0	36
Conflicting Peds, #/hr	0	2	0	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	738	68	0	1192	0	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	407
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	507
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	505
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	505	-	-	-
HCM Lane V/C Ratio	0.077	-	-	-
HCM Control Delay (s)	12.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	41	11	22	86	216	38	37	14	4	0	5
Future Vol, veh/h	75	41	11	22	86	216	38	37	14	4	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	45	12	24	93	235	41	40	15	4	0	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	9.5	8.8	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	59%	7%	44%
Vol Thru, %	42%	32%	27%	0%
Vol Right, %	16%	9%	67%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	127	324	9
LT Vol	38	75	22	4
Through Vol	37	41	86	0
RT Vol	14	11	216	5
Lane Flow Rate	97	138	352	10
Geometry Grp	1	1	1	1
Degree of Util (X)	0.134	0.177	0.389	0.013
Departure Headway (Hd)	4.968	4.613	3.974	4.86
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	721	779	909	734
Service Time	3.002	2.637	1.992	2.903
HCM Lane V/C Ratio	0.135	0.177	0.387	0.014
HCM Control Delay	8.8	8.6	9.5	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	1.9	0

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	1072	33	0	0	0	0	19	51	64	206	0
Future Vol, veh/h	17	1072	33	0	0	0	0	19	51	64	206	0
Conflicting Peds, #/hr	1	0	1	1	0	1	14	0	4	4	0	14
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	1165	36	0	0	0	0	21	55	70	224	0

Major/Minor	Major1					Minor1			Minor2		
Conflicting Flow All	1	0	0			-	1222	606	518	1240	-
Stage 1	-	-	-			-	1221	-	1	1	-
Stage 2	-	-	-			-	1	-	517	1239	-
Critical Hdwy	5.34	-	-			-	6.54	7.14	6.44	6.54	-
Critical Hdwy Stg 1	-	-	-			-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-			-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-			-	4.02	3.92	3.82	4.02	-
Pot Cap-1 Maneuver	1153	-	-			0	631	*673	*690	612	0
Stage 1	-	-	-			0	638	-	-	-	0
Stage 2	-	-	-			0	-	-	*690	622	0
Platoon blocked, %		-	-				1	1	1	1	
Mov Cap-1 Maneuver	1153	-	-			-	620	*672	*609	601	-
Mov Cap-2 Maneuver	-	-	-			-	620	-	*609	601	-
Stage 1	-	-	-			-	627	-	-	-	-
Stage 2	-	-	-			-	-	-	*603	612	-

Approach	EB	NB	SB
HCM Control Delay, s	0.1	11.2	16.5
HCM LOS		B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	657	1153	-	-	603
HCM Lane V/C Ratio	0.116	0.016	-	-	0.487
HCM Control Delay (s)	11.2	8.2	-	-	16.5
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	2.7

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	89	0	0	33
Future Vol, veh/h	0	0	89	0	0	33
Conflicting Peds, #/hr	0	0	0	32	32	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	97	0	0	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	165	129	0	0	129	0
Stage 1	129	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	826	921	-	-	1457	-
Stage 1	897	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	804	896	-	-	1457	-
Mov Cap-2 Maneuver	804	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- -	1457	-
HCM Lane V/C Ratio	-	- -	-	-
HCM Control Delay (s)	-	- 0	0	-
HCM Lane LOS	-	- A	A	-
HCM 95th %tile Q(veh)	-	- -	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	38	35	0
Future Vol, veh/h	0	0	0	38	35	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	41	38	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	79	38	38	0	-	0
Stage 1	38	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	924	1034	1572	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	924	1034	1572	-	-	-
Mov Cap-2 Maneuver	924	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	981	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1572	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	59	0	0	455	324
Future Vol, veh/h	0	59	0	0	455	324
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	64	0	0	495	352

Major/Minor	Minor2				Major2	
Conflicting Flow All	-	423			-	0
Stage 1	-	-			-	-
Stage 2	-	-			-	-
Critical Hdwy	-	7.14			-	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			-	-
Follow-up Hdwy	-	3.92			-	-
Pot Cap-1 Maneuver	0	495			-	-
Stage 1	0	-			-	-
Stage 2	0	-			-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	495			-	-
Mov Cap-2 Maneuver	-	-			-	-
Stage 1	-	-			-	-
Stage 2	-	-			-	-

Approach	EB	SB
HCM Control Delay, s	13.4	0
HCM LOS	B	

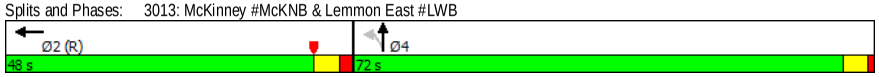
Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	495	-	-
HCM Lane V/C Ratio	0.13	-	-
HCM Control Delay (s)	13.4	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1588	34	107	569	0	0	0	0
Future Volume (vph)	0	0	0	0	1588	34	107	569	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt					0.995							
Flt Protected								0.992				
Satd. Flow (prot)	0	0	0	0	6371	0	0	5045	0	0	0	0
Flt Permitted								0.992				
Satd. Flow (perm)	0	0	0	0	6371	0	0	5045	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					6			23				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		510			756			457			444	
Travel Time (s)		9.9			14.7			10.4			10.1	
Confl. Peds. (#/hr)	4		6	6		4			29	29		
Peak Hour Factor	1.00	1.00	1.00	1.00	0.98	0.63	0.89	0.94	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1620	54	120	605	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1674	0	0	725	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1				
Detector Template												
Leading Detector (ft)					50		50	50				
Trailing Detector (ft)					0		0	0				
Detector 1 Position(ft)					0		0	0				
Detector 1 Size(ft)					50		50	50				
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0				
Detector 1 Queue (s)					0.0		0.0	0.0				
Detector 1 Delay (s)					0.0		0.0	0.0				
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Detector Phase					2		4	4				
Switch Phase												
Minimum Initial (s)					14.0		12.0	12.0				
Minimum Split (s)					19.5		16.5	16.5				
Total Split (s)					48.0		72.0	72.0				
Total Split (%)					40.0%		60.0%	60.0%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					42.5		67.5	67.5				
Yellow Time (s)					3.5		3.5	3.5				
All-Red Time (s)					2.0		1.0	1.0				
Lost Time Adjust (s)					-1.5			-0.5				
Total Lost Time (s)					4.0			4.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2		0.2	0.2				
Recall Mode					C-Max		None	None				
Walk Time (s)					7.0		4.0	4.0				
Flash Dont Walk (s)					7.0		7.0	7.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					90.9			21.1				
Actuated g/C Ratio					0.76			0.18				
v/c Ratio					0.35			0.80				
Control Delay					5.2			23.5				
Queue Delay					0.0			0.0				
Total Delay					5.2			23.5				
LOS					A			C				
Approach Delay					5.2			23.5				
Approach LOS					A			C				
Queue Length 50th (ft)					105			102				
Queue Length 95th (ft)					147			122				
Internal Link Dist (ft)		430			676			377			364	
Turn Bay Length (ft)												
Base Capacity (vph)					4828			2868				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.35			0.25				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 43.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3013: McKinney #McKNB & Lemmon East #LWB

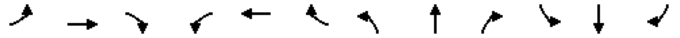


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	348	997	0	0	0	0	0	405	74	0	0	0
Future Volume (vph)	348	997	0	0	0	0	0	405	74	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.97							0.99				
Frt								0.974				
Flt Protected	0.950											
Satd. Flow (prot)	1770	5085	0	0	0	0	0	4888	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1715	5085	0	0	0	0	0	4888	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	229							42				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		651			637			693			457	
Travel Time (s)		12.7			12.4			15.8			10.4	
Confl. Peds. (#/hr)	12		7	7		12	10		20	20		10
Peak Hour Factor	0.96	0.93	1.00	1.00	1.00	1.00	1.00	0.97	0.85	1.00	1.00	1.00
Adj. Flow (vph)	363	1072	0	0	0	0	0	418	87	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	363	1072	0	0	0	0	0	505	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1				
Detector Template												
Leading Detector (ft)	50	50						50				
Trailing Detector (ft)	0	0						0				
Detector 1 Position(ft)	0	0						0				
Detector 1 Size(ft)	50	50						50				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Detector Phase	2	2						4				
Switch Phase												
Minimum Initial (s)	14.0	14.0						14.0				
Minimum Split (s)	18.5	18.5						18.5				
Total Split (s)	72.0	72.0						48.0				
Total Split (%)	60.0%	60.0%						40.0%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	67.5	67.5						43.5				
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.0	1.0						1.0				
Lost Time Adjust (s)	-0.5	-0.5						-0.5				
Total Lost Time (s)	4.0	4.0						4.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2				
Recall Mode	C-Max	C-Max						None				
Walk Time (s)	7.0	7.0						4.0				
Flash Dont Walk (s)	7.0	7.0						7.0				
Pedestrian Calls (#/hr)	0	0						0				
Act Effct Green (s)	96.2	96.2						15.8				
Actuated g/C Ratio	0.80	0.80						0.13				
v/c Ratio	0.26	0.26						0.74				
Control Delay	0.4	0.6						43.4				
Queue Delay	0.0	0.0						0.0				
Total Delay	0.4	0.6						43.4				
LOS	A	A						D				
Approach Delay		0.6						43.4				
Approach LOS		A						D				
Queue Length 50th (ft)	0	8						84				
Queue Length 95th (ft)	0	10						107				
Internal Link Dist (ft)		571			557			613			377	
Turn Bay Length (ft)												
Base Capacity (vph)	1420	4075						1818				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.26	0.26						0.28				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3014: McKinney #McKNB & Lemmon #LEB/Lemmon #LEB



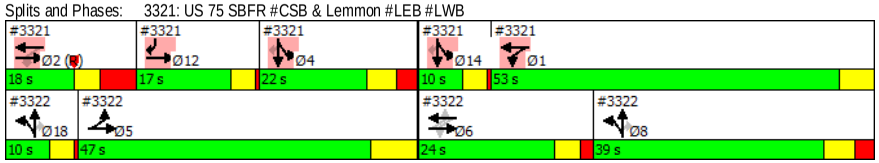
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	716	436	192	1484	0	0	0	0	85	498	477
Future Volume (vph)	0	716	436	192	1484	0	0	0	0	85	498	477
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor												0.97
Frt			0.850									0.850
Flt Protected				0.950	0.999					0.950	0.999	
Satd. Flow (prot)	0	6408	1583	1433	6029	0	0	0	0	1522	4801	1583
Flt Permitted				0.325	0.932					0.950	0.999	
Satd. Flow (perm)	0	6408	1583	490	5625	0	0	0	0	1522	4801	1529
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			513									122
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		402			270			252			209	
Travel Time (s)		7.8			5.3			4.9			4.1	
Confl. Peds. (#/hr)	5					5	10					10
Peak Hour Factor	1.00	0.93	0.85	0.91	0.97	1.00	1.00	1.00	1.00	0.75	0.91	0.96
Adj. Flow (vph)	0	770	513	211	1530	0	0	0	0	113	547	497
Shared Lane Traffic (%)				10%						10%		
Lane Group Flow (vph)	0	770	513	190	1551	0	0	0	0	102	558	497
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			20			12			12	
Link Offset(ft)		0			0			24			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		50	50	50	50					50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	custom	pm+pt	NA					Split	NA	custom
Protected Phases		2 12		1	1 2					4 14	4 14	12
Permitted Phases			2	1 2								4 14
Detector Phase		2 12	2	1	1 2					4 14	4 14	12
Switch Phase												
Minimum Initial (s)			15.0	1.0								4.0

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	14	18
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	5.0	8.0	8.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)			23.6	8.0								20.0
Total Split (s)			18.0	53.0								17.0
Total Split (%)			15.0%	44.2%								14.2%
Maximum Green (s)			9.4	48.0								13.0
Yellow Time (s)			3.7	5.0								3.5
All-Red Time (s)			4.9	0.0								0.5
Lost Time Adjust (s)			-1.0	-1.0								0.0
Total Lost Time (s)			7.6	4.0								4.0
Lead/Lag			Lead	Lag								Lag
Lead-Lag Optimize?			Yes	Yes								Yes
Vehicle Extension (s)			2.5	1.0								3.0
Recall Mode			C-Max	Min								Min
Walk Time (s)			4.0									5.0
Flash Dont Walk (s)			9.0									11.0
Pedestrian Calls (#/hr)			0									0
Act Effct Green (s)		29.3	12.3	63.5	63.5					25.4	25.4	40.5
Actuated g/C Ratio		0.24	0.10	0.53	0.53					0.21	0.21	0.34
v/c Ratio		0.49	0.82	0.30	0.49					0.32	0.55	0.83
Control Delay		40.7	16.8	1.4	3.5					41.4	42.5	34.8
Queue Delay		0.0	0.0	1.6	0.6					0.0	0.0	0.0
Total Delay		40.7	16.8	3.0	4.0					41.4	42.5	34.8
LOS		D	B	A	A					D	D	C
Approach Delay		31.1			3.9						39.1	
Approach LOS		C			A						D	
Queue Length 50th (ft)		152	0	1	1					65	130	192
Queue Length 95th (ft)		187	#82	m1	m1					m82	m150	m231
Internal Link Dist (ft)		322			190			172			129	
Turn Bay Length (ft)												
Base Capacity (vph)		1562	622	650	3204					297	939	602
Starvation Cap Reductn		0	0	306	1108					0	0	0
Spillback Cap Reductn		25	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.50	0.82	0.55	0.74					0.34	0.59	0.83

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 22.0		Intersection LOS: C	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3321: US 75 SBFR #CSB & Lemmon #LEB #LWB

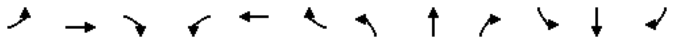


Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Minimum Split (s)	41.1	13.6	20.3	39.1	20.0	20.0
Total Split (s)	22.0	47.0	24.0	39.0	10.0	10.0
Total Split (%)	18%	39%	20%	33%	8%	8%
Maximum Green (s)	14.9	40.4	18.7	31.9	6.0	6.0
Yellow Time (s)	4.1	6.6	3.6	4.2	3.5	3.5
All-Red Time (s)	3.0	0.0	1.7	2.9	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lag			Lead	Lead
Lead-Lag Optimize?		Yes			Yes	Yes
Vehicle Extension (s)	1.5	1.0	3.5	1.1	3.0	3.0
Recall Mode	Min	Min	Max	Min	None	None
Walk Time (s)	4.0		4.0	4.0	5.0	5.0
Flash Dont Walk (s)	30.0		11.0	28.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	490	0	5	1053	124	589	878	151	0	0	0
Future Volume (vph)	325	490	0	5	1053	124	589	878	151	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		230	0		0	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.81	0.81	1.00	0.81	0.81	0.81	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00				0.97			
Frt					0.984				0.850			
Flt Protected	0.950	0.987					0.950	0.989				
Satd. Flow (prot)	1433	5957	0	0	7423	0	1522	4753	1583	0	0	0
Flt Permitted	0.198	0.800			0.923		0.950	0.989				
Satd. Flow (perm)	299	4828	0	0	6852	0	1522	4753	1543	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					22				170			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		270			556			200			239	
Travel Time (s)		5.3			10.8			3.9			4.7	
Confl. Peds. (#/hr)			3	3					12	12		
Peak Hour Factor	0.84	0.88	1.00	1.00	0.88	0.86	0.88	0.90	0.89	1.00	1.00	1.00
Adj. Flow (vph)	387	557	0	5	1197	144	669	976	170	0	0	0
Shared Lane Traffic (%)	50%						40%					
Lane Group Flow (vph)	193	751	0	0	1346	0	401	1244	170	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50	50			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	50	50		50	50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm			
Protected Phases	5	5 6			6		8 18	8 18				
Permitted Phases	5 6			6	6				8 18			
Detector Phase	5	5 6		6	6		8 18	8 18	8 18			
Switch Phase												
Minimum Initial (s)	5.0			8.0	8.0							

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Turn Type							
Protected Phases	1	2	4	8	12	14	18
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	1.0	15.0	8.0	8.0	4.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.6			20.3	20.3							
Total Split (s)	47.0			24.0	24.0							
Total Split (%)	39.2%			20.0%	20.0%							
Maximum Green (s)	40.4			18.7	18.7							
Yellow Time (s)	6.6			3.6	3.6							
All-Red Time (s)	0.0			1.7	1.7							
Lost Time Adjust (s)	-1.0				-1.0							
Total Lost Time (s)	5.6				4.3							
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	1.0			3.5	3.5							
Recall Mode	Min			Max	Max							
Walk Time (s)				4.0	4.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	59.8	59.8			20.2		42.9	42.9	42.9			
Actuated g/C Ratio	0.50	0.50			0.17		0.36	0.36	0.36			
v/c Ratio	0.36	0.27			1.15		0.74	0.73	0.26			
Control Delay	7.1	5.2			114.9		26.7	22.2	2.3			
Queue Delay	1.6	0.1			0.7		0.0	0.0	0.0			
Total Delay	8.7	5.3			115.6		26.7	22.2	2.3			
LOS	A	A			F		C	C	A			
Approach Delay		6.0			115.6			21.3				
Approach LOS		A			F			C				
Queue Length 50th (ft)	4	5			~308		190	194	0			
Queue Length 95th (ft)	7	6			#360		m320	286	m16			
Internal Link Dist (ft)		190			476			120			159	
Turn Bay Length (ft)												
Base Capacity (vph)	541	2815			1171		536	1674	653			
Starvation Cap Reductn	205	888			0		0	0	0			
Spillback Cap Reductn	0	0			176		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.57	0.39			1.35		0.75	0.74	0.26			

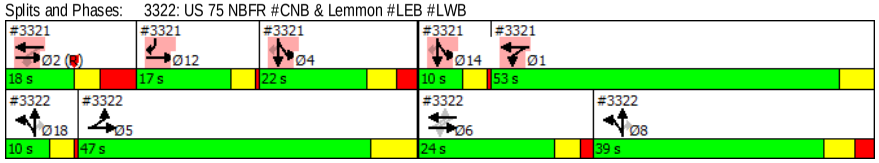
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 48.7		Intersection LOS: D	
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Minimum Split (s)	8.0	23.6	41.1	39.1	20.0	20.0	20.0
Total Split (s)	53.0	18.0	22.0	39.0	17.0	10.0	10.0
Total Split (%)	44%	15%	18%	33%	14%	8%	8%
Maximum Green (s)	48.0	9.4	14.9	31.9	13.0	6.0	6.0
Yellow Time (s)	5.0	3.7	4.1	4.2	3.5	3.5	3.5
All-Red Time (s)	0.0	4.9	3.0	2.9	0.5	0.5	0.5
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag	Lead			Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.5	1.5	1.1	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	Min	Min	None	None
Walk Time (s)		4.0	4.0	4.0	5.0	5.0	5.0
Flash Dont Walk (s)		9.0	30.0	28.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

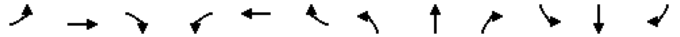
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3322: US 75 NBFR #CNB & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	423	301	386	539	0	0	0	0	524	1777	558
Future Volume (vph)	0	423	301	386	539	0	0	0	0	524	1777	558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	119		119	0		0	0		0	0		0
Storage Lanes	1		0	2		0	0		0	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.98		1.00								0.94
Frt		0.934										0.850
Flt Protected				0.950						0.950	0.999	
Satd. Flow (prot)	0	5883	0	3433	5085	0	0	0	0	1522	4801	1583
Flt Permitted				0.213						0.950	0.999	
Satd. Flow (perm)	0	5883	0	767	5085	0	0	0	0	1522	4801	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		134										231
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		154			212			193			178	
Travel Time (s)		3.5			4.8			3.8			3.5	
Confl. Peds. (#/hr)	49		14	14		49						24
Peak Hour Factor	1.00	0.94	0.84	0.83	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.93
Adj. Flow (vph)	0	450	358	465	592	0	0	0	0	540	1871	600
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	808	0	465	592	0	0	0	0	486	1925	600
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		60			54			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		50		50	50					50	50	50
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		50		50	50					50	50	50
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		pm+pt	NA					Split	NA	Perm
Protected Phases		2		1	1 2					4 12	4 12	
Permitted Phases				1 2								4 12
Detector Phase		2		1	1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		8.0		6.0								

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	6.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		23.2		41.0								
Total Split (s)		24.0		50.0								
Total Split (%)		20.0%		41.7%								
Maximum Green (s)		17.8		45.0								
Yellow Time (s)		3.6		5.0								
All-Red Time (s)		2.6		0.0								
Lost Time Adjust (s)		-1.0		-1.0								
Total Lost Time (s)		5.2		4.0								
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0								
Recall Mode		C-Max		Min								
Walk Time (s)				4.0								
Flash Dont Walk (s)				32.0								
Pedestrian Calls (#/hr)				0								
Act Effct Green (s)		18.8		66.0	70.0					43.0	43.0	42.0
Actuated g/C Ratio		0.16		0.55	0.58					0.36	0.36	0.35
v/c Ratio		0.99dr		0.32	0.20					0.89	1.12	0.90
Control Delay		31.3		4.7	3.9					60.1	101.6	44.2
Queue Delay		0.0		2.5	2.3					0.0	0.0	0.0
Total Delay		31.3		7.2	6.1					60.1	101.6	44.2
LOS		C		A	A					E	F	D
Approach Delay		31.3			6.6						83.4	
Approach LOS		C			A						F	
Queue Length 50th (ft)		164		42	32					431	~669	326
Queue Length 95th (ft)		202		m46	m37					#652	#773	#536
Internal Link Dist (ft)		74			132			113			98	
Turn Bay Length (ft)												
Base Capacity (vph)		1036		1443	2934					545	1720	668
Starvation Cap Reductn		0		830	2165					0	0	0
Spillback Cap Reductn		0		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		0.78		0.76	0.77					0.89	1.12	0.90

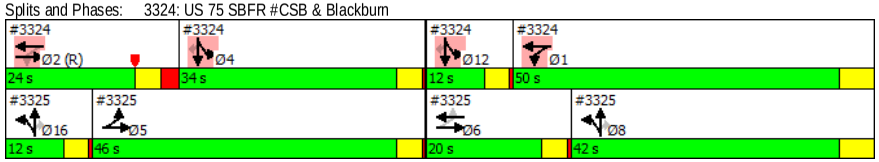
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 58.2		Intersection LOS: E	
Intersection Capacity Utilization 95.0%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Minimum Split (s)	20.0	8.0	20.0	42.0	12.0	12.0
Total Split (s)	34.0	46.0	20.0	42.0	12.0	12.0
Total Split (%)	28%	38%	17%	35%	10%	10%
Maximum Green (s)	30.0	42.0	16.0	37.0	8.0	8.0
Yellow Time (s)	3.5	3.5	3.5	5.0	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	Max	Min	None	None
Walk Time (s)	5.0		5.0	4.0		
Flash Dont Walk (s)	11.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

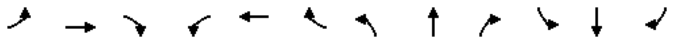
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3324: US 75 SBFR #CSB & Blackburn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	288	641	0	0	641	373	253	1393	253	0	0	0
Future Volume (vph)	288	641	0	0	641	373	253	1393	253	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		136	0		0	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	0.81	0.86	0.81	0.86	1.00	1.00	1.00
Ped Bike Factor					0.97			1.00	0.98			
Frt					0.944			0.997	0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	5085	0	0	6927	0	1522	4506	1362	0	0	0
Flt Permitted	0.235						0.950	0.999				
Satd. Flow (perm)	849	5085	0	0	6927	0	1522	4506	1335	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					104			3	159			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		212			343			172			193	
Travel Time (s)		4.8			7.8			3.4			3.8	
Confl. Peds. (#/hr)	28		8	8		28			8			
Peak Hour Factor	0.85	0.85	1.00	1.00	0.93	0.92	0.86	0.90	0.72	1.00	1.00	1.00
Adj. Flow (vph)	339	754	0	0	689	405	294	1548	351	0	0	0
Shared Lane Traffic (%)							10%		10%			
Lane Group Flow (vph)	339	754	0	0	1094	0	265	1612	316	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		54			36			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50		50	50	50			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	50	50			50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	D.P+P	NA			NA		Split	NA	Perm			
Protected Phases	5	6 5			6		8 16	8 16				
Permitted Phases	6								8 16			
Detector Phase	5	6 5			6		8 16	8 16	8 16			
Switch Phase												
Minimum Initial (s)	4.0				4.0							

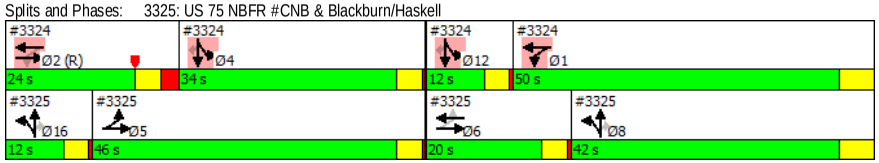
Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	6.0	8.0	4.0	6.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0				20.0							
Total Split (s)	46.0				20.0							
Total Split (%)	38.3%				16.7%							
Maximum Green (s)	42.0				16.0							
Yellow Time (s)	3.5				3.5							
All-Red Time (s)	0.5				0.5							
Lost Time Adjust (s)	-1.0				-2.0							
Total Lost Time (s)	3.0				2.0							
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0				3.0							
Recall Mode	None				Max							
Walk Time (s)					5.0							
Flash Dont Walk (s)					11.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	60.0	63.0			18.0		50.0	50.0	50.0			
Actuated g/C Ratio	0.50	0.52			0.15		0.42	0.42	0.42			
v/c Ratio	0.25	0.28			1.25dr		0.42	0.86	0.49			
Control Delay	3.9	4.0			66.6		39.1	49.8	26.4			
Queue Delay	1.3	2.4			8.0		0.0	0.0	0.0			
Total Delay	5.2	6.4			74.6		39.1	49.8	26.4			
LOS	A	A			E		D	D	C			
Approach Delay		6.0			74.6			45.2				
Approach LOS		A			E			D				
Queue Length 50th (ft)	21	42			192		198	483	146			
Queue Length 95th (ft)	m21	m38			#257		m268	m546	m162			
Internal Link Dist (ft)		132			263			92			113	
Turn Bay Length (ft)												
Base Capacity (vph)	1350	2669			1127		624	1850	641			
Starvation Cap Reductn	789	1741			0		0	0	0			
Spillback Cap Reductn	0	0			43		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.60	0.81			1.01		0.42	0.87	0.49			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 42.7		Intersection LOS: D	
Intersection Capacity Utilization 95.0%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			

Splits and Phases: 3325: US 75 NBFR #CNB & Blackburn/Haskell



Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Split (s)	41.0	23.2	20.0	42.0	12.0	12.0
Total Split (s)	50.0	24.0	34.0	42.0	12.0	12.0
Total Split (%)	42%	20%	28%	35%	10%	10%
Maximum Green (s)	45.0	17.8	30.0	37.0	8.0	8.0
Yellow Time (s)	5.0	3.6	3.5	5.0	3.5	3.5
All-Red Time (s)	0.0	2.6	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0	3.0
Recall Mode	Min	C-Max	None	Min	None	None
Walk Time (s)	4.0		5.0	4.0		
Flash Dont Walk (s)	32.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	989	68	0	81
Future Vol, veh/h	0	0	989	68	0	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1075	74	0	88

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	574
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	396
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	396
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	16.7
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	396
HCM Lane V/C Ratio	-	-	0.222
HCM Control Delay (s)	-	-	16.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	89	989	88	0
Future Vol, veh/h	0	0	89	989	88	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	97	1075	96	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	623	-
Stage 1	-	-	0	-
Stage 2	-	-	623	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	477	0
Stage 1	-	-	-	0
Stage 2	-	-	453	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	477	-
Mov Cap-2 Maneuver	-	-	477	-
Stage 1	-	-	-	-
Stage 2	-	-	453	-

Approach	WB	NB
HCM Control Delay, s		14.4
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	477	-	-
HCM Lane V/C Ratio	0.201	-	-
HCM Control Delay (s)	14.4	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	980	10	0	872	0	128
Future Vol, veh/h	980	10	0	872	0	128
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1065	11	0	948	0	139

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	539
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	417
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	417
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	417	-	-	-
HCM Lane V/C Ratio	0.334	-	-	-
HCM Control Delay (s)	17.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.4	-	-	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	84	39	47	52	26	9	27	35	57	39	67
Future Vol, veh/h	20	84	39	47	52	26	9	27	35	57	39	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	91	42	51	57	28	10	29	38	62	42	73
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.7	8.1	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	14%	38%	35%
Vol Thru, %	38%	59%	42%	24%
Vol Right, %	49%	27%	21%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	143	125	163
LT Vol	9	20	47	57
Through Vol	27	84	52	39
RT Vol	35	39	26	67
Lane Flow Rate	77	155	136	177
Geometry Grp	1	1	1	1
Degree of Util (X)	0.098	0.196	0.176	0.223
Departure Headway (Hd)	4.554	4.547	4.654	4.526
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	787	769	792
Service Time	2.596	2.587	2.693	2.562
HCM Lane V/C Ratio	0.098	0.197	0.177	0.223
HCM Control Delay	8.1	8.7	8.7	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.7	0.6	0.9

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	2300	15	0	0	0	0	30	133	34	69	0
Future Vol, veh/h	62	2300	15	0	0	0	0	30	133	34	69	0
Conflicting Peds, #/hr	8	0	6	6	0	8	15	0	6	6	0	15
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	2500	16	0	0	0	0	33	145	37	75	0

Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	8	0	0				-	2657	1270	1165	2665	-
Stage 1	-	-	-				-	2649	-	8	8	-
Stage 2	-	-	-				-	8	-	1157	2657	-
Critical Hdwy	5.34	-	-				-	6.54	7.14	6.44	6.54	-
Critical Hdwy Stg 1	-	-	-				-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-				-	4.02	3.92	3.82	4.02	-
Pot Cap-1 Maneuver	1144	-	-				0	*350	*359	*369	*350	0
Stage 1	-	-	-				0	*351	-	-	-	0
Stage 2	-	-	-				0	-	-	*369	*351	0
Platoon blocked, %		-	-					1	1	1	1	
Mov Cap-1 Maneuver	1144	-	-				-	*326	*357	*192	*326	-
Mov Cap-2 Maneuver	-	-	-				-	*326	-	*192	*326	-
Stage 1	-	-	-				-	*328	-	-	-	-
Stage 2	-	-	-				-	-	-	*186	*328	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	25.3	28.2
HCM LOS		D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	351	1144	-	-	265
HCM Lane V/C Ratio	0.505	0.059	-	-	0.422
HCM Control Delay (s)	25.3	8.3	-	-	28.2
HCM Lane LOS	D	A	-	-	D
HCM 95th %tile Q(veh)	2.7	0.2	-	-	2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	71	0	0	125
Future Vol, veh/h	0	0	71	0	0	125
Conflicting Peds, #/hr	0	0	0	26	26	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	77	0	0	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	239	103	0	0	103	0
Stage 1	103	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	749	952	-	-	1489	-
Stage 1	921	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	733	931	-	-	1489	-
Mov Cap-2 Maneuver	733	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1489	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	68	81	0
Future Vol, veh/h	0	0	0	68	81	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	74	88	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	162	88	88	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	74	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	829	970	1508	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	829	970	1508	-	-	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1508	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	176	0	0	622	125
Future Vol, veh/h	0	176	0	0	622	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	191	0	0	676	136

Major/Minor	Minor2				Major2	
Conflicting Flow All	-	406			-	0
Stage 1	-	-			-	-
Stage 2	-	-			-	-
Critical Hdwy	-	7.14			-	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			-	-
Follow-up Hdwy	-	3.92			-	-
Pot Cap-1 Maneuver	0	508			-	-
Stage 1	0	-			-	-
Stage 2	0	-			-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	508			-	-
Mov Cap-2 Maneuver	-	-			-	-
Stage 1	-	-			-	-
Stage 2	-	-			-	-

Approach	EB	SB
HCM Control Delay, s	16.3	0
HCM LOS	C	

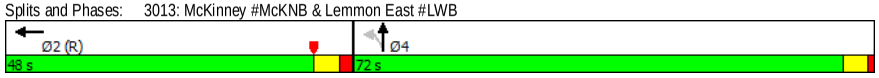
Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	508	-	-
HCM Lane V/C Ratio	0.377	-	-
HCM Control Delay (s)	16.3	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.7	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1290	161	165	1203	0	0	0	0
Future Volume (vph)	0	0	0	0	1290	161	165	1203	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99							
Frt					0.977							
Flt Protected								0.994				
Satd. Flow (prot)	0	0	0	0	6192	0	0	5055	0	0	0	0
Flt Permitted								0.994				
Satd. Flow (perm)	0	0	0	0	6192	0	0	5055	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					41			23				
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		510			747			457			444	
Travel Time (s)		9.9			17.0			10.4			10.1	
Confl. Peds. (#/hr)	24		15	15		24			44	44		
Peak Hour Factor	1.00	1.00	1.00	1.00	0.91	0.64	0.89	0.93	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1418	252	185	1294	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1670	0	0	1479	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1				
Detector Template												
Leading Detector (ft)					50		50	50				
Trailing Detector (ft)					0		0	0				
Detector 1 Position(ft)					0		0	0				
Detector 1 Size(ft)					50		50	50				
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0				
Detector 1 Queue (s)					0.0		0.0	0.0				
Detector 1 Delay (s)					0.0		0.0	0.0				
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Detector Phase					2		4	4				
Switch Phase												
Minimum Initial (s)					14.0		12.0	12.0				
Minimum Split (s)					19.5		16.5	16.5				
Total Split (s)					48.0		72.0	72.0				
Total Split (%)					40.0%		60.0%	60.0%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					42.5		67.5	67.5				
Yellow Time (s)					3.5		3.5	3.5				
All-Red Time (s)					2.0		1.0	1.0				
Lost Time Adjust (s)					-1.5			-0.5				
Total Lost Time (s)					4.0			4.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2		0.2	0.2				
Recall Mode					C-Max		None	None				
Walk Time (s)					7.0		4.0	4.0				
Flash Dont Walk (s)					7.0		7.0	7.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					69.2			42.8				
Actuated g/C Ratio					0.58			0.36				
v/c Ratio					0.47			0.81				
Control Delay					12.1			18.6				
Queue Delay					0.0			0.1				
Total Delay					12.1			18.7				
LOS					B			B				
Approach Delay					12.1			18.7				
Approach LOS					B			B				
Queue Length 50th (ft)					145			318				
Queue Length 95th (ft)					188			309				
Internal Link Dist (ft)		430			667			377			364	
Turn Bay Length (ft)												
Base Capacity (vph)					3587			2874				
Starvation Cap Reductn					0			369				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.47			0.59				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 26 (22%), Referenced to phase 2:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3013: McKinney #McKNB & Lemmon East #LWB



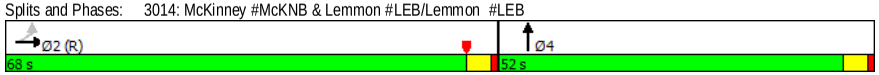
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	445	2114	0	0	0	0	0	919	194	0	0	0
Future Volume (vph)	445	2114	0	0	0	0	0	919	194	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.99							0.97				
Frt								0.973				
Flt Protected	0.950											
Satd. Flow (prot)	1770	5085	0	0	0	0	0	4822	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1756	5085	0	0	0	0	0	4822	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	32							3				
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		651			623			693			457	
Travel Time (s)		14.8			12.1			15.8			10.4	
Confl. Peds. (#/hr)	3		24	24		3	31		40	40		31
Peak Hour Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.94	0.90	1.00	1.00	1.00
Adj. Flow (vph)	468	2225	0	0	0	0	0	978	216	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	468	2225	0	0	0	0	0	1194	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1				
Detector Template												
Leading Detector (ft)	50	50						50				
Trailing Detector (ft)	0	0						0				
Detector 1 Position(ft)	0	0						0				
Detector 1 Size(ft)	50	50						50				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Detector Phase	2	2						4				
Switch Phase												
Minimum Initial (s)	14.0	14.0						14.0				
Minimum Split (s)	18.5	18.5						18.5				
Total Split (s)	68.0	68.0						52.0				
Total Split (%)	56.7%	56.7%						43.3%				

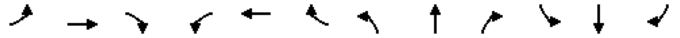
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	63.5	63.5						47.5				
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.0	1.0						1.0				
Lost Time Adjust (s)	-0.5	-0.5						-0.5				
Total Lost Time (s)	4.0	4.0						4.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2				
Recall Mode	C-Max	C-Max						None				
Walk Time (s)	7.0	7.0						4.0				
Flash Dont Walk (s)	7.0	7.0						7.0				
Pedestrian Calls (#/hr)	0	0						0				
Act Effct Green (s)	77.7	77.7						34.3				
Actuated g/C Ratio	0.65	0.65						0.29				
v/c Ratio	0.41	0.68						0.86				
Control Delay	6.8	8.0						37.2				
Queue Delay	0.0	0.0						0.2				
Total Delay	6.8	8.0						37.4				
LOS	A	A						D				
Approach Delay		7.8						37.4				
Approach LOS		A						D				
Queue Length 50th (ft)	74	156						341				
Queue Length 95th (ft)	104	176						m307				
Internal Link Dist (ft)		571			543			613			377	
Turn Bay Length (ft)												
Base Capacity (vph)	1147	3291						1930				
Starvation Cap Reductn	0	30						0				
Spillback Cap Reductn	1	0						183				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.41	0.68						0.68				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 16 (13%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 112.4%		ICU Level of Service H	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

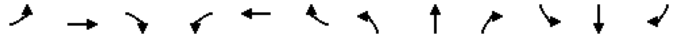
Splits and Phases: 3014: McKinney #McKNB & Lemmon #LEB/Lemmon #LEB





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1741	742	149	1045	0	0	0	0	131	550	432
Future Volume (vph)	0	1741	742	149	1045	0	0	0	0	131	550	432
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor			0.98	1.00	1.00							0.95
Frt			0.850									0.850
Flt Protected				0.950	0.999					0.950	0.999	
Satd. Flow (prot)	0	6408	1583	1433	6029	0	0	0	0	1522	4801	1583
Flt Permitted				0.385	0.932					0.950	0.999	
Satd. Flow (perm)	0	6408	1551	581	5625	0	0	0	0	1522	4801	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			513									122
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		402			270			252			209	
Travel Time (s)		9.1			5.3			4.9			4.1	
Confl. Peds. (#/hr)	10		3	3		10	18					18
Peak Hour Factor	1.00	0.92	0.95	0.96	0.90	1.00	1.00	1.00	1.00	0.86	0.83	0.81
Adj. Flow (vph)	0	1892	781	155	1161	0	0	0	0	152	663	533
Shared Lane Traffic (%)				10%						10%		
Lane Group Flow (vph)	0	1892	781	139	1177	0	0	0	0	137	678	533
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			20			12			12	
Link Offset(ft)		0			0			24			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		50	50	50	50					50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	custom	pm+pt	NA					Split	NA	custom
Protected Phases		2 12		1	1 2					4 14	4 14	12
Permitted Phases			2	1 2								4 14
Detector Phase		2 12	2	1	1 2					4 14	4 14	12
Switch Phase												
Minimum Initial (s)			15.0	1.0								4.0

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	14	18
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	5.0	8.0	8.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)			23.6	8.0								20.0
Total Split (s)			18.0	39.0								37.0
Total Split (%)			15.0%	32.5%								30.8%
Maximum Green (s)			9.4	34.0								33.0
Yellow Time (s)			3.7	5.0								3.5
All-Red Time (s)			4.9	0.0								0.5
Lost Time Adjust (s)			-1.0	-1.0								0.0
Total Lost Time (s)			7.6	4.0								4.0
Lead/Lag			Lead	Lag								Lag
Lead-Lag Optimize?			Yes	Yes								Yes
Vehicle Extension (s)			2.5	1.0								3.0
Recall Mode			C-Max	Min								Min
Walk Time (s)			4.0									5.0
Flash Dont Walk (s)			9.0									11.0
Pedestrian Calls (#/hr)			0									0
Act Effct Green (s)		47.4	10.4	49.0	49.0					19.9	19.9	55.0
Actuated g/C Ratio		0.40	0.09	0.41	0.41					0.17	0.17	0.46
v/c Ratio		0.75	1.30	0.29	0.49					0.54	0.85	0.69
Control Delay		27.4	167.1	2.1	2.8					61.3	65.5	28.8
Queue Delay		0.2	0.0	0.8	0.3					0.0	0.0	0.0
Total Delay		27.7	167.1	2.9	3.1					61.3	65.5	28.8
LOS		C	F	A	A					E	E	C
Approach Delay		68.4			3.0						50.6	
Approach LOS		E			A						D	
Queue Length 50th (ft)		271	~439	1	3					118	202	317
Queue Length 95th (ft)		320	#829	m1	m3					m141	m206	m323
Internal Link Dist (ft)		322			190			172			129	
Turn Bay Length (ft)												
Base Capacity (vph)		2531	602	485	2414					252	796	776
Starvation Cap Reductn		0	0	162	566					0	0	0
Spillback Cap Reductn		139	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.79	1.30	0.43	0.64					0.54	0.85	0.69

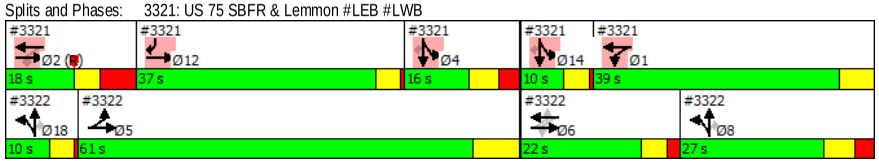
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 47.8		Intersection LOS: D	
Intersection Capacity Utilization 94.8%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Minimum Split (s)	41.1	13.6	20.3	39.1	20.0	20.0
Total Split (s)	16.0	61.0	22.0	27.0	10.0	10.0
Total Split (%)	13%	51%	18%	23%	8%	8%
Maximum Green (s)	8.9	54.4	16.7	19.9	6.0	6.0
Yellow Time (s)	4.1	6.6	3.6	4.2	3.5	3.5
All-Red Time (s)	3.0	0.0	1.7	2.9	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lag			Lead	Lead
Lead-Lag Optimize?		Yes			Yes	Yes
Vehicle Extension (s)	1.5	1.0	3.5	1.1	3.0	3.0
Recall Mode	Min	Min	Max	Min	None	None
Walk Time (s)	4.0		4.0	4.0	5.0	5.0
Flash Dont Walk (s)	30.0		11.0	28.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

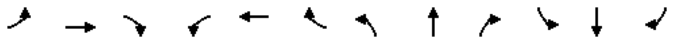
Splits and Phases: 3321: US 75 SBFR & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	594	1297	0	4	658	120	579	675	320	0	0	0
Future Volume (vph)	594	1297	0	4	658	120	579	675	320	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		230	0		0	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	0.81	0.81	1.00	0.81	0.81	0.81	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00				0.97			
Frt					0.972				0.850			
Flt Protected	0.950	0.990					0.950	0.986				
Satd. Flow (prot)	1433	5975	0	0	7313	0	1522	4739	1583	0	0	0
Flt Permitted	0.226	0.769			0.909		0.950	0.986				
Satd. Flow (perm)	341	4641	0	0	6648	0	1522	4739	1540	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					40				158			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		270			556			200			239	
Travel Time (s)		5.3			10.8			3.9			4.7	
Confl. Peds. (#/hr)	1		7	7		1			14	14		
Peak Hour Factor	0.83	0.94	1.00	1.00	0.87	0.69	0.95	0.91	0.95	1.00	1.00	1.00
Adj. Flow (vph)	716	1380	0	4	756	174	609	742	337	0	0	0
Shared Lane Traffic (%)	50%						46%					
Lane Group Flow (vph)	358	1738	0	0	934	0	329	1022	337	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50	50			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	50	50		50	50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm			
Protected Phases	5	5 6			6		8 18	8 18				
Permitted Phases	5 6			6	6				8 18			
Detector Phase	5	5 6		6	6		8 18	8 18	8 18			
Switch Phase												
Minimum Initial (s)	5.0			8.0	8.0							

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Turn Type							
Protected Phases	1	2	4	8	12	14	18
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	1.0	15.0	8.0	8.0	4.0	4.0	4.0

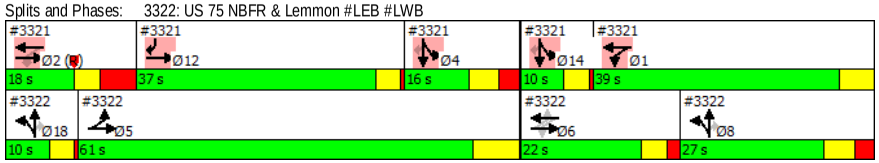
CityPlace PD 375 TIA
Lanes, Volumes, Timings
2018 - Existing - PM
3322: US 75 NBFR & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.6			20.3	20.3							
Total Split (s)	61.0			22.0	22.0							
Total Split (%)	50.8%			18.3%	18.3%							
Maximum Green (s)	54.4			16.7	16.7							
Yellow Time (s)	6.6			3.6	3.6							
All-Red Time (s)	0.0			1.7	1.7							
Lost Time Adjust (s)	-1.0				-1.0							
Total Lost Time (s)	5.6				4.3							
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	1.0			3.5	3.5							
Recall Mode	Min			Max	Max							
Walk Time (s)				4.0	4.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	71.8	71.8			17.7		30.9	30.9	30.9			
Actuated g/C Ratio	0.60	0.60			0.15		0.26	0.26	0.26			
v/c Ratio	0.51	0.51			0.92		0.84	0.84	0.66			
Control Delay	3.9	3.0			68.3		36.5	28.1	12.8			
Queue Delay	1.6	0.2			0.0		0.0	0.0	0.0			
Total Delay	5.5	3.2			68.3		36.5	28.1	12.8			
LOS	A	A			E		D	C	B			
Approach Delay		3.6			68.3			26.7				
Approach LOS		A			E			C				
Queue Length 50th (ft)	3	4			181		283	291	129			
Queue Length 95th (ft)	4	4			#216		m304	m301	m137			
Internal Link Dist (ft)		190			476			120			159	
Turn Bay Length (ft)												
Base Capacity (vph)	708	3392			1014		391	1220	513			
Starvation Cap Reductn	194	703			0		0	0	0			
Spillback Cap Reductn	0	0			0		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.70	0.65			0.92		0.84	0.84	0.66			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 24.7		Intersection LOS: C	
Intersection Capacity Utilization 69.7%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3322: US 75 NBFR & Lemmon #LEB #LWB



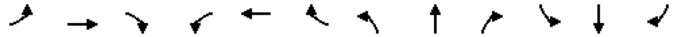
Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Minimum Split (s)	8.0	23.6	41.1	39.1	20.0	20.0	20.0
Total Split (s)	39.0	18.0	16.0	27.0	37.0	10.0	10.0
Total Split (%)	33%	15%	13%	23%	31%	8%	8%
Maximum Green (s)	34.0	9.4	8.9	19.9	33.0	6.0	6.0
Yellow Time (s)	5.0	3.7	4.1	4.2	3.5	3.5	3.5
All-Red Time (s)	0.0	4.9	3.0	2.9	0.5	0.5	0.5
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag	Lead			Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.5	1.5	1.1	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	Min	Min	None	None
Walk Time (s)		4.0	4.0	4.0	5.0	5.0	5.0
Flash Dont Walk (s)		9.0	30.0	28.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	676	339	497	540	0	0	0	0	349	1413	332
Future Volume (vph)	0	676	339	497	540	0	0	0	0	349	1413	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	119		119	0		0	0		0	0		0
Storage Lanes	1		0	2		0	0		0	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.98		0.99								0.98
Frt		0.951										0.850
Flt Protected				0.950						0.950	0.999	
Satd. Flow (prot)	0	5976	0	3433	5085	0	0	0	0	1522	4801	1583
Flt Permitted				0.161						0.950	0.999	
Satd. Flow (perm)	0	5976	0	579	5085	0	0	0	0	1522	4801	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		92										276
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		151			212			193			178	
Travel Time (s)		3.4			4.8			3.8			3.5	
Confl. Peds. (#/hr)	20		33	33		20						5
Peak Hour Factor	1.00	0.88	0.90	0.82	0.86	1.00	1.00	1.00	1.00	0.90	0.87	0.83
Adj. Flow (vph)	0	768	377	606	628	0	0	0	0	388	1624	400
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1145	0	606	628	0	0	0	0	349	1663	400
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		60			54			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		50		50	50					50	50	50
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		50		50	50					50	50	50
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		pm+pt	NA					Split	NA	Perm
Protected Phases		2		1	1 2					4 12	4 12	
Permitted Phases				1 2								4 12
Detector Phase		2		1	1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		8.0		6.0								

CityPlace PD 375 TIA
Lanes, Volumes, Timings
2018 - Existing - PM
3324: US 75 SBFR & Blackburn

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	6.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		23.2		41.0								
Total Split (s)		30.0		50.0								
Total Split (%)		25.0%		41.7%								
Maximum Green (s)		23.8		45.0								
Yellow Time (s)		3.6		5.0								
All-Red Time (s)		2.6		0.0								
Lost Time Adjust (s)		-1.0		-1.0								
Total Lost Time (s)		5.2		4.0								
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0								
Recall Mode		C-Max		Min								
Walk Time (s)				4.0								
Flash Dont Walk (s)				32.0								
Pedestrian Calls (#/hr)				0								
Act Effct Green (s)		24.8		72.0	76.0					37.0	37.0	36.0
Actuated g/C Ratio		0.21		0.60	0.63					0.31	0.31	0.30
v/c Ratio		0.94dr		0.42	0.20					0.74	1.12	0.61
Control Delay		36.9		5.2	3.2					47.4	103.2	14.2
Queue Delay		0.1		7.5	2.0					0.0	0.0	0.0
Total Delay		37.0		12.6	5.2					47.4	103.2	14.2
LOS		D		B	A					D	F	B
Approach Delay		37.0			8.8						80.3	
Approach LOS		D			A						F	
Queue Length 50th (ft)		242		72	27					287	~582	58
Queue Length 95th (ft)		271		m83	m30					m419	#647	m109
Internal Link Dist (ft)		71			132			113			98	
Turn Bay Length (ft)												
Base Capacity (vph)		1308		1441	3220					469	1480	657
Starvation Cap Reductn		0		782	2394					0	0	0
Spillback Cap Reductn		7		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		0.88		0.92	0.76					0.74	1.12	0.61

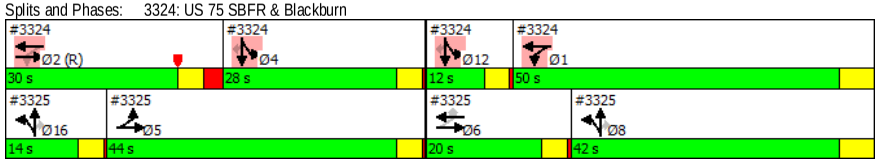
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 51.6		Intersection LOS: D	
Intersection Capacity Utilization 104.5%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Minimum Split (s)	20.0	8.0	20.0	42.0	12.0	12.0
Total Split (s)	28.0	44.0	20.0	42.0	12.0	14.0
Total Split (%)	23%	37%	17%	35%	10%	12%
Maximum Green (s)	24.0	40.0	16.0	37.0	8.0	10.0
Yellow Time (s)	3.5	3.5	3.5	5.0	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	Max	Min	None	None
Walk Time (s)	5.0		5.0	4.0		
Flash Dont Walk (s)	11.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

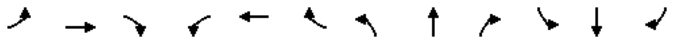
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3324: US 75 SBFR & Blackburn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	447	615	0	0	695	380	280	1657	364	0	0	0
Future Volume (vph)	447	615	0	0	695	380	280	1657	364	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		136	0		0	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.86	0.81	0.86	1.00	1.00	1.00
Ped Bike Factor						0.94		1.00	0.99			
Frt						0.850		0.997	0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	5085	0	0	5085	1583	1522	4507	1362	0	0	0
Flt Permitted	0.235						0.950	0.999				
Satd. Flow (perm)	849	5085	0	0	5085	1488	1522	4507	1344	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						147		3	175			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		212			343			172			193	
Travel Time (s)		4.8			7.8			3.4			3.8	
Confl. Peds. (#/hr)	22		30	30		22			1			
Peak Hour Factor	0.97	0.95	1.00	1.00	0.89	0.93	0.77	0.91	0.91	1.00	1.00	1.00
Adj. Flow (vph)	461	647	0	0	781	409	364	1821	400	0	0	0
Shared Lane Traffic (%)							10%		10%			
Lane Group Flow (vph)	461	647	0	0	781	409	328	1897	360	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		54			36			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	50	50			50	50	50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	D.P+P	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6 5			6		8 16	8 16				
Permitted Phases	6					6			8 16			
Detector Phase	5	6 5			6	6	8 16	8 16	8 16			
Switch Phase												
Minimum Initial (s)	4.0				4.0	4.0						

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	6.0	8.0	4.0	6.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0				20.0	20.0						
Total Split (s)	44.0				20.0	20.0						
Total Split (%)	36.7%				16.7%	16.7%						
Maximum Green (s)	40.0				16.0	16.0						
Yellow Time (s)	3.5				3.5	3.5						
All-Red Time (s)	0.5				0.5	0.5						
Lost Time Adjust (s)	-1.0				-2.0	-2.0						
Total Lost Time (s)	3.0				2.0	2.0						
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0				3.0	3.0						
Recall Mode	None				Max	Max						
Walk Time (s)					5.0	5.0						
Flash Dont Walk (s)					11.0	11.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)	58.0	61.0			18.0	18.0	52.0	52.0	52.0			
Actuated g/C Ratio	0.48	0.51			0.15	0.15	0.43	0.43	0.43			
v/c Ratio	0.36	0.25			1.02	1.18	0.50	0.97	0.53			
Control Delay	3.8	3.3			94.3	137.8	25.3	45.0	13.2			
Queue Delay	2.5	2.1			28.0	0.0	0.0	0.0	0.0			
Total Delay	6.4	5.4			122.4	137.8	25.3	45.0	13.2			
LOS	A	A			F	F	C	D	B			
Approach Delay		5.8			127.7			38.0				
Approach LOS		A			F			D				
Queue Length 50th (ft)	43	41			~239	~283	170	581	80			
Queue Length 95th (ft)	m44	m42			#321	#482	m213	#715	m147			
Internal Link Dist (ft)		132			263			92			113	
Turn Bay Length (ft)						136						
Base Capacity (vph)	1293	2584			762	348	659	1954	681			
Starvation Cap Reductn	687	1750			0	0	0	0	0			
Spillback Cap Reductn	0	0			92	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.76	0.78			1.17	1.18	0.50	0.97	0.53			

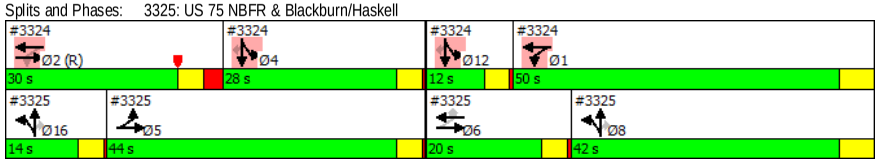
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 52.6		Intersection LOS: D	
Intersection Capacity Utilization 104.5%		ICU Level of Service G	
Analysis Period (min) 15			
~	Volume exceeds capacity, queue is theoretically infinite.		
	Queue shown is maximum after two cycles.		
#	95th percentile volume exceeds capacity, queue may be longer.		
	Queue shown is maximum after two cycles.		

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Split (s)	41.0	23.2	20.0	42.0	12.0	12.0
Total Split (s)	50.0	30.0	28.0	42.0	12.0	14.0
Total Split (%)	42%	25%	23%	35%	10%	12%
Maximum Green (s)	45.0	23.8	24.0	37.0	8.0	10.0
Yellow Time (s)	5.0	3.6	3.5	5.0	3.5	3.5
All-Red Time (s)	0.0	2.6	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0	3.0
Recall Mode	Min	C-Max	None	Min	None	None
Walk Time (s)	4.0		5.0	4.0		
Flash Dont Walk (s)	32.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3325: US 75 NBFR & Blackburn/Haskell



Synchro™ Output - 2021 Background Traffic

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1659	39	0	36
Future Vol, veh/h	0	0	1659	39	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1803	42	0	39

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	923
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	233
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	233
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	23.5
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	233
HCM Lane V/C Ratio	-	-	0.168
HCM Control Delay (s)	-	-	23.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.6

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	234	1280	37	0
Future Vol, veh/h	0	0	234	1280	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Yield	Yield	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	254	1391	40	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	1065	-
Stage 1	-	-	0	-
Stage 2	-	-	1065	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	288	0
Stage 1	-	-	-	0
Stage 2	-	-	263	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	288	-
Mov Cap-2 Maneuver	-	-	288	-
Stage 1	-	-	-	-
Stage 2	-	-	263	-

Approach	WB	NB
HCM Control Delay, s		19.5
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	288	-	-
HCM Lane V/C Ratio	0.14	-	-
HCM Control Delay (s)	19.5	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	926	65	0	1177	0	37
Future Vol, veh/h	926	65	0	1177	0	37
Conflicting Peds, #/hr	0	2	0	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1007	71	0	1279	0	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	543
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	414
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	413
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	413	-	-	-
HCM Lane V/C Ratio	0.097	-	-	-
HCM Control Delay (s)	14.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	77	42	11	23	89	223	39	38	14	4	0	5
Future Vol, veh/h	77	42	11	23	89	223	39	38	14	4	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	46	12	25	97	242	42	41	15	4	0	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9.7	8.8	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	59%	7%	44%
Vol Thru, %	42%	32%	27%	0%
Vol Right, %	15%	8%	67%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	130	335	9
LT Vol	39	77	23	4
Through Vol	38	42	89	0
RT Vol	14	11	223	5
Lane Flow Rate	99	141	364	10
Geometry Grp	1	1	1	1
Degree of Util (X)	0.137	0.182	0.403	0.013
Departure Headway (Hd)	5.003	4.634	3.988	4.898
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	716	774	903	729
Service Time	3.039	2.658	2.003	2.942
HCM Lane V/C Ratio	0.138	0.182	0.403	0.014
HCM Control Delay	8.8	8.7	9.7	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.7	2	0

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1255	34	0	0	0	0	20	53	66	212	0
Future Vol, veh/h	18	1255	34	0	0	0	0	20	53	66	212	0
Conflicting Peds, #/hr	1	0	1	1	0	1	14	0	4	4	0	14
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	1364	37	0	0	0	0	22	58	72	230	0

Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	1	0	0				-	1424	706	601	1442	-
Stage 1	-	-	-				-	1423	-	1	1	-
Stage 2	-	-	-				-	1	-	600	1441	-
Critical Hdwy	5.34	-	-				-	6.54	7.14	6.44	6.54	-
Critical Hdwy Stg 1	-	-	-				-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-				-	4.02	3.92	3.82	4.02	-
Pot Cap-1 Maneuver	1153	-	-				0	601	*629	*646	581	0
Stage 1	-	-	-				0	605	-	-	-	0
Stage 2	-	-	-				0	-	-	*646	590	0
Platoon blocked, %		-	-					1	1	1	1	
Mov Cap-1 Maneuver	1153	-	-				-	590	*629	*562	570	-
Mov Cap-2 Maneuver	-	-	-				-	590	-	*562	570	-
Stage 1	-	-	-				-	594	-	-	-	-
Stage 2	-	-	-				-	-	-	*555	579	-

Approach	EB	NB	SB
HCM Control Delay, s	0.1	11.7	18.3
HCM LOS		B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	618	1153	-	-	568
HCM Lane V/C Ratio	0.128	0.017	-	-	0.532
HCM Control Delay (s)	11.7	8.2	-	-	18.3
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	3.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	92	0	0	34
Future Vol, veh/h	0	0	92	0	0	34
Conflicting Peds, #/hr	0	0	0	32	32	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	100	0	0	37

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	169	132	0	0	132	0
Stage 1	132	-	-	-	-	-
Stage 2	37	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	821	917	-	-	1453	-
Stage 1	894	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	799	893	-	-	1453	-
Mov Cap-2 Maneuver	799	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1453	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	39	36	0
Future Vol, veh/h	0	0	0	39	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	42	39	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	81	39	39	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	921	1033	1571	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	921	1033	1571	-	-	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1571	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	61	0	0	469	334
Future Vol, veh/h	0	61	0	0	469	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	66	0	0	510	363

Major/Minor	Minor2				Major2	
Conflicting Flow All	-	436			-	0
Stage 1	-	-			-	-
Stage 2	-	-			-	-
Critical Hdwy	-	7.14			-	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			-	-
Follow-up Hdwy	-	3.92			-	-
Pot Cap-1 Maneuver	0	486			-	-
Stage 1	0	-			-	-
Stage 2	0	-			-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	486			-	-
Mov Cap-2 Maneuver	-	-			-	-
Stage 1	-	-			-	-
Stage 2	-	-			-	-

Approach	EB	SB
HCM Control Delay, s	13.6	0
HCM LOS	B	

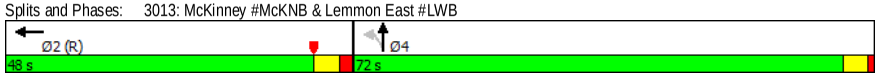
Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	486	-	-
HCM Lane V/C Ratio	0.136	-	-
HCM Control Delay (s)	13.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1659	35	110	586	0	0	0	0
Future Volume (vph)	0	0	0	0	1659	35	110	586	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt					0.995							
Flt Protected								0.992				
Satd. Flow (prot)	0	0	0	0	6371	0	0	5045	0	0	0	0
Flt Permitted								0.992				
Satd. Flow (perm)	0	0	0	0	6371	0	0	5045	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					6			23				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		510			756			457			444	
Travel Time (s)		9.9			14.7			10.4			10.1	
Confl. Peds. (#/hr)	4		6	6		4			29	29		
Peak Hour Factor	1.00	1.00	1.00	1.00	0.98	0.63	0.89	0.94	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1693	56	124	623	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1749	0	0	747	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1				
Detector Template												
Leading Detector (ft)					50		50	50				
Trailing Detector (ft)					0		0	0				
Detector 1 Position(ft)					0		0	0				
Detector 1 Size(ft)					50		50	50				
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0				
Detector 1 Queue (s)					0.0		0.0	0.0				
Detector 1 Delay (s)					0.0		0.0	0.0				
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Detector Phase					2		4	4				
Switch Phase												
Minimum Initial (s)					14.0		12.0	12.0				
Minimum Split (s)					19.5		16.5	16.5				
Total Split (s)					48.0		72.0	72.0				
Total Split (%)					40.0%		60.0%	60.0%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					42.5		67.5	67.5				
Yellow Time (s)					3.5		3.5	3.5				
All-Red Time (s)					2.0		1.0	1.0				
Lost Time Adjust (s)					-1.5			-0.5				
Total Lost Time (s)					4.0			4.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2		0.2	0.2				
Recall Mode					C-Max		None	None				
Walk Time (s)					7.0		4.0	4.0				
Flash Dont Walk (s)					7.0		7.0	7.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					90.3			21.7				
Actuated g/C Ratio					0.75			0.18				
v/c Ratio					0.36			0.80				
Control Delay					5.6			24.0				
Queue Delay					0.0			0.0				
Total Delay					5.6			24.0				
LOS					A			C				
Approach Delay					5.6			24.0				
Approach LOS					A			C				
Queue Length 50th (ft)					115			104				
Queue Length 95th (ft)					160			122				
Internal Link Dist (ft)		430			676			377			364	
Turn Bay Length (ft)												
Base Capacity (vph)					4794			2868				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.36			0.26				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3013: McKinney #McKNB & Lemmon East #LWB

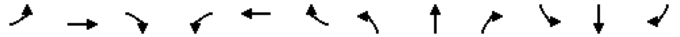


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	359	1178	0	0	0	0	0	417	76	0	0	0
Future Volume (vph)	359	1178	0	0	0	0	0	417	76	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.97							0.99				
Frt								0.974				
Flt Protected	0.950											
Satd. Flow (prot)	1770	5085	0	0	0	0	0	4888	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1715	5085	0	0	0	0	0	4888	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	219							42				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		651			637			693			457	
Travel Time (s)		12.7			12.4			15.8			10.4	
Confl. Peds. (#/hr)	12		7	7		12	10		20	20		10
Peak Hour Factor	0.96	0.93	1.00	1.00	1.00	1.00	1.00	0.97	0.85	1.00	1.00	1.00
Adj. Flow (vph)	374	1267	0	0	0	0	0	430	89	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	374	1267	0	0	0	0	0	519	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1				
Detector Template												
Leading Detector (ft)	50	50						50				
Trailing Detector (ft)	0	0						0				
Detector 1 Position(ft)	0	0						0				
Detector 1 Size(ft)	50	50						50				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Detector Phase	2	2						4				
Switch Phase												
Minimum Initial (s)	14.0	14.0						14.0				
Minimum Split (s)	18.5	18.5						18.5				
Total Split (s)	72.0	72.0						48.0				
Total Split (%)	60.0%	60.0%						40.0%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	67.5	67.5						43.5				
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.0	1.0						1.0				
Lost Time Adjust (s)	-0.5	-0.5						-0.5				
Total Lost Time (s)	4.0	4.0						4.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2				
Recall Mode	C-Max	C-Max						None				
Walk Time (s)	7.0	7.0						4.0				
Flash Dont Walk (s)	7.0	7.0						7.0				
Pedestrian Calls (#/hr)	0	0						0				
Act Effct Green (s)	95.9	95.9						16.1				
Actuated g/C Ratio	0.80	0.80						0.13				
v/c Ratio	0.26	0.31						0.75				
Control Delay	0.4	1.0						43.8				
Queue Delay	0.0	0.0						0.0				
Total Delay	0.4	1.0						43.8				
LOS	A	A						D				
Approach Delay		0.8						43.8				
Approach LOS		A						D				
Queue Length 50th (ft)	0	16						87				
Queue Length 95th (ft)	0	21						110				
Internal Link Dist (ft)		571			557			613			377	
Turn Bay Length (ft)												
Base Capacity (vph)	1415	4065						1818				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.26	0.31						0.29				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3014: McKinney #McKNB & Lemmon #LEB/Lemmon #LEB



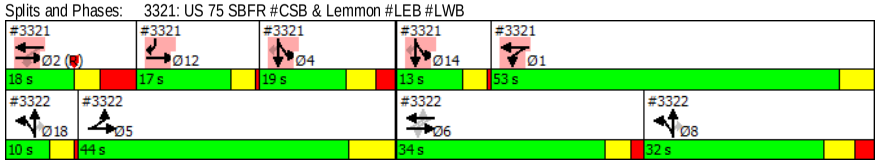
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	889	449	198	1552	0	0	0	0	88	513	491
Future Volume (vph)	0	889	449	198	1552	0	0	0	0	88	513	491
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor												0.97
Frt			0.850									0.850
Flt Protected				0.950	0.999					0.950	0.999	
Satd. Flow (prot)	0	6408	1583	1433	6029	0	0	0	0	1522	4801	1583
Flt Permitted				0.385	0.932					0.950	0.999	
Satd. Flow (perm)	0	6408	1583	581	5625	0	0	0	0	1522	4801	1529
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			522									122
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		402			270			252			209	
Travel Time (s)		7.8			5.3			4.9			4.1	
Confl. Peds. (#/hr)	5					5	10					10
Peak Hour Factor	1.00	0.93	0.85	0.91	0.97	1.00	1.00	1.00	1.00	0.75	0.91	0.96
Adj. Flow (vph)	0	956	528	218	1600	0	0	0	0	117	564	511
Shared Lane Traffic (%)				10%						10%		
Lane Group Flow (vph)	0	956	528	196	1622	0	0	0	0	105	576	511
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			20			12			12	
Link Offset(ft)		0			0			24			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		50	50	50	50					50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	custom	pm+pt	NA					Split	NA	custom
Protected Phases		2 12		1	1 2					4 14	4 14	12
Permitted Phases			2	1 2								4 14
Detector Phase		2 12	2	1	1 2					4 14	4 14	12
Switch Phase												
Minimum Initial (s)			15.0	1.0								4.0

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	14	18
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	5.0	8.0	8.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)			23.6	8.0								20.0
Total Split (s)			18.0	53.0								17.0
Total Split (%)			15.0%	44.2%								14.2%
Maximum Green (s)			9.4	48.0								13.0
Yellow Time (s)			3.7	5.0								3.5
All-Red Time (s)			4.9	0.0								0.5
Lost Time Adjust (s)			-1.0	-1.0								0.0
Total Lost Time (s)			7.6	4.0								4.0
Lead/Lag			Lead	Lag								Lag
Lead-Lag Optimize?			Yes	Yes								Yes
Vehicle Extension (s)			2.5	1.0								3.0
Recall Mode			C-Max	Min								Min
Walk Time (s)			4.0									5.0
Flash Dont Walk (s)			9.0									11.0
Pedestrian Calls (#/hr)			0									0
Act Effct Green (s)		27.4	10.4	64.5	64.5					24.4	24.4	39.5
Actuated g/C Ratio		0.23	0.09	0.54	0.54					0.20	0.20	0.33
v/c Ratio		0.65	0.86	0.29	0.51					0.34	0.59	0.86
Control Delay		44.5	19.9	1.9	3.4					44.2	45.7	42.4
Queue Delay		0.1	0.0	1.4	0.5					0.0	0.0	0.0
Total Delay		44.6	19.9	3.3	3.9					44.2	45.7	42.4
LOS		D	B	A	A					D	D	D
Approach Delay		35.8			3.9						44.2	
Approach LOS		D			A						D	
Queue Length 50th (ft)		196	4	3	29					77	151	247
Queue Length 95th (ft)		235	#116	m17	m89					m106	m189	m#402
Internal Link Dist (ft)		322			190			172			129	
Turn Bay Length (ft)												
Base Capacity (vph)		1463	613	670	3191					328	1036	591
Starvation Cap Reductn		0	0	305	1013					0	0	0
Spillback Cap Reductn		48	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.68	0.86	0.54	0.74					0.32	0.56	0.86

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 25.1		Intersection LOS: C	
Intersection Capacity Utilization 80.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3321: US 75 SBFR #CSB & Lemmon #LEB #LWB



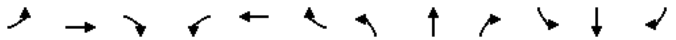
Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Minimum Split (s)	41.1	13.6	20.3	39.1	20.0	20.0
Total Split (s)	19.0	44.0	34.0	32.0	13.0	10.0
Total Split (%)	16%	37%	28%	27%	11%	8%
Maximum Green (s)	11.9	37.4	28.7	24.9	9.0	6.0
Yellow Time (s)	4.1	6.6	3.6	4.2	3.5	3.5
All-Red Time (s)	3.0	0.0	1.7	2.9	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lag			Lead	Lead
Lead-Lag Optimize?		Yes			Yes	Yes
Vehicle Extension (s)	1.5	1.0	3.5	1.1	3.0	3.0
Recall Mode	Min	Min	Max	Min	None	None
Walk Time (s)	4.0		4.0	4.0	5.0	5.0
Flash Dont Walk (s)	30.0		11.0	28.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	656	0	5	1108	128	607	905	156	0	0	0
Future Volume (vph)	335	656	0	5	1108	128	607	905	156	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		230	0		0	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.81	0.81	1.00	0.81	0.81	0.81	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00				0.97			
Frt					0.984				0.850			
Flt Protected	0.950	0.990					0.950	0.989				
Satd. Flow (prot)	1433	5975	0	0	7423	0	1522	4753	1583	0	0	0
Flt Permitted	0.135	0.757			0.923		0.950	0.989				
Satd. Flow (perm)	204	4569	0	0	6852	0	1522	4753	1543	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					24				166			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		270			556			200			239	
Travel Time (s)		5.3			10.8			3.9			4.7	
Confl. Peds. (#/hr)			3	3					12	12		
Peak Hour Factor	0.84	0.88	1.00	1.00	0.88	0.86	0.88	0.90	0.89	1.00	1.00	1.00
Adj. Flow (vph)	399	745	0	5	1259	149	690	1006	175	0	0	0
Shared Lane Traffic (%)	50%						40%					
Lane Group Flow (vph)	199	945	0	0	1413	0	414	1282	175	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50	50			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	50	50		50	50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm			
Protected Phases	5	5 6			6		8 18	8 18				
Permitted Phases	5 6			6	6				8 18			
Detector Phase	5	5 6		6	6		8 18	8 18	8 18			
Switch Phase												
Minimum Initial (s)	5.0			8.0	8.0							

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Turn Type							
Protected Phases	1	2	4	8	12	14	18
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	1.0	15.0	8.0	8.0	4.0	4.0	4.0

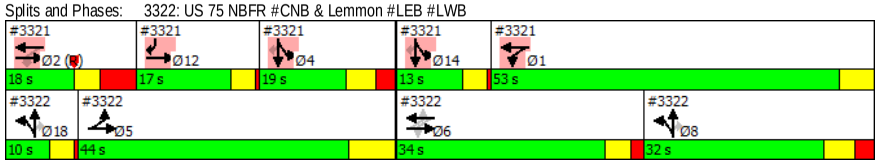
CityPlace PD 375 TIA
Lanes, Volumes, Timings
2021 - Background - AM
3322: US 75 NBFR #CNB & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.6			20.3	20.3							
Total Split (s)	44.0			34.0	34.0							
Total Split (%)	36.7%			28.3%	28.3%							
Maximum Green (s)	37.4			28.7	28.7							
Yellow Time (s)	6.6			3.6	3.6							
All-Red Time (s)	0.0			1.7	1.7							
Lost Time Adjust (s)	-1.0				-1.0							
Total Lost Time (s)	5.6				4.3							
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	1.0			3.5	3.5							
Recall Mode	Min			Max	Max							
Walk Time (s)				4.0	4.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	66.8	66.8			29.7		35.9	35.9	35.9			
Actuated g/C Ratio	0.56	0.56			0.25		0.30	0.30	0.30			
v/c Ratio	0.39	0.32			0.82		0.91	0.90	0.30			
Control Delay	5.5	4.2			40.1		45.1	33.1	3.2			
Queue Delay	3.0	0.2			1.8		0.0	0.0	0.0			
Total Delay	8.5	4.4			41.9		45.1	33.1	3.2			
LOS	A	A			D		D	C	A			
Approach Delay		5.1			41.9			33.0				
Approach LOS		A			D			C				
Queue Length 50th (ft)	4	5			261		296	302	8			
Queue Length 95th (ft)	6	6			290		m#501	#410	m18			
Internal Link Dist (ft)		190			476			120			159	
Turn Bay Length (ft)												
Base Capacity (vph)	506	2993			1713		455	1421	577			
Starvation Cap Reductn	210	983			0		0	0	0			
Spillback Cap Reductn	0	0			162		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.67	0.47			0.91		0.91	0.90	0.30			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3322: US 75 NBFR #CNB & Lemmon #LEB #LWB

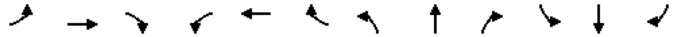


Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Minimum Split (s)	8.0	23.6	41.1	39.1	20.0	20.0	20.0
Total Split (s)	53.0	18.0	19.0	32.0	17.0	13.0	10.0
Total Split (%)	44%	15%	16%	27%	14%	11%	8%
Maximum Green (s)	48.0	9.4	11.9	24.9	13.0	9.0	6.0
Yellow Time (s)	5.0	3.7	4.1	4.2	3.5	3.5	3.5
All-Red Time (s)	0.0	4.9	3.0	2.9	0.5	0.5	0.5
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag	Lead			Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.5	1.5	1.1	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	Min	Min	None	None
Walk Time (s)		4.0	4.0	4.0	5.0	5.0	5.0
Flash Dont Walk (s)		9.0	30.0	28.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	662	310	491	602	0	0	0	0	615	1831	575
Future Volume (vph)	0	662	310	491	602	0	0	0	0	615	1831	575
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	119		119	0		0	0		0	0		0
Storage Lanes	1		0	2		0	0		0	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.99		1.00								0.94
Frt		0.948										0.850
Flt Protected				0.950						0.950	0.998	
Satd. Flow (prot)	0	5997	0	3433	5085	0	0	0	0	1522	4796	1583
Flt Permitted				0.202						0.950	0.998	
Satd. Flow (perm)	0	5997	0	728	5085	0	0	0	0	1522	4796	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28										121
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		154			212			193			178	
Travel Time (s)		3.5			4.8			3.8			3.5	
Confl. Peds. (#/hr)	49		14	14		49						24
Peak Hour Factor	1.00	0.94	0.84	0.83	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.93
Adj. Flow (vph)	0	704	369	592	662	0	0	0	0	634	1927	618
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1073	0	592	662	0	0	0	0	571	1990	618
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		60			54			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		50		50	50					50	50	50
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		50		50	50					50	50	50
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		pm+pt	NA					Split	NA	Perm
Protected Phases		2		1	1 2					4 12	4 12	
Permitted Phases				1 2								4 12
Detector Phase		2		1	1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		8.0		6.0								

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	6.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		23.2		41.0								
Total Split (s)		25.0		34.0								
Total Split (%)		20.8%		28.3%								
Maximum Green (s)		18.8		29.0								
Yellow Time (s)		3.6		5.0								
All-Red Time (s)		2.6		0.0								
Lost Time Adjust (s)		-1.0		-1.0								
Total Lost Time (s)		5.2		4.0								
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0								
Recall Mode		C-Max		Min								
Walk Time (s)				4.0								
Flash Dont Walk (s)				32.0								
Pedestrian Calls (#/hr)				0								
Act Effct Green (s)		19.8		51.0	55.0					58.0	58.0	57.0
Actuated g/C Ratio		0.16		0.42	0.46					0.48	0.48	0.48
v/c Ratio		1.29dr		0.60	0.28					0.78	0.86	0.81
Control Delay		82.4		28.0	23.8					34.2	31.6	30.7
Queue Delay		17.0		53.5	12.4					0.0	0.0	0.0
Total Delay		99.4		81.5	36.2					34.2	31.6	30.7
LOS		F		F	D					C	C	C
Approach Delay		99.4			57.5						31.9	
Approach LOS		F			E						C	
Queue Length 50th (ft)		~265		232	173					408	491	326
Queue Length 95th (ft)		#341		255	m205					565	567	476
Internal Link Dist (ft)		74			132			113			98	
Turn Bay Length (ft)												
Base Capacity (vph)		1012		985	2330					735	2318	767
Starvation Cap Reductn		0		456	1645					0	0	0
Spillback Cap Reductn		210		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.34		1.12	0.97					0.78	0.86	0.81

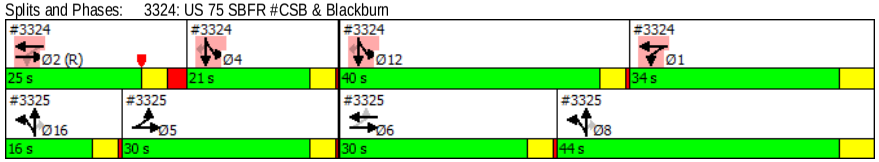
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 50.9		Intersection LOS: D	
Intersection Capacity Utilization 104.0%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Minimum Split (s)	20.0	8.0	20.0	42.0	12.0	12.0
Total Split (s)	21.0	30.0	30.0	44.0	40.0	16.0
Total Split (%)	18%	25%	25%	37%	33%	13%
Maximum Green (s)	17.0	26.0	26.0	39.0	36.0	12.0
Yellow Time (s)	3.5	3.5	3.5	5.0	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	Max	Min	None	None
Walk Time (s)	5.0		5.0	4.0		
Flash Dont Walk (s)	11.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

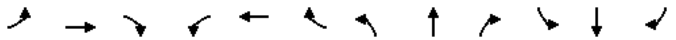
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3324: US 75 SBFR #CSB & Blackburn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	448	811	0	0	800	384	261	1586	336	0	0	0
Future Volume (vph)	448	811	0	0	800	384	261	1586	336	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		136	0		0	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	0.81	0.86	0.81	0.86	1.00	1.00	1.00
Ped Bike Factor					0.98			1.00	0.98			
Frt					0.951			0.996	0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	5085	0	0	7002	0	1522	4502	1362	0	0	0
Flt Permitted	0.148						0.950	0.999				
Satd. Flow (perm)	535	5085	0	0	7002	0	1522	4502	1335	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			4	102			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		212			343			172			193	
Travel Time (s)		4.8			7.8			3.4			3.8	
Confl. Peds. (#/hr)	28		8	8		28			8			
Peak Hour Factor	0.85	0.85	1.00	1.00	0.93	0.92	0.86	0.90	0.72	1.00	1.00	1.00
Adj. Flow (vph)	527	954	0	0	860	417	303	1762	467	0	0	0
Shared Lane Traffic (%)							10%		10%			
Lane Group Flow (vph)	527	954	0	0	1277	0	273	1839	420	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		54			36			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50		50	50	50			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	50	50			50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	D.P+P	NA			NA		Split	NA	Perm			
Protected Phases	5	6 5			6		8 16	8 16				
Permitted Phases	6								8 16			
Detector Phase	5	6 5			6		8 16	8 16	8 16			
Switch Phase												
Minimum Initial (s)	4.0				4.0							

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	6.0	8.0	4.0	6.0	4.0	4.0

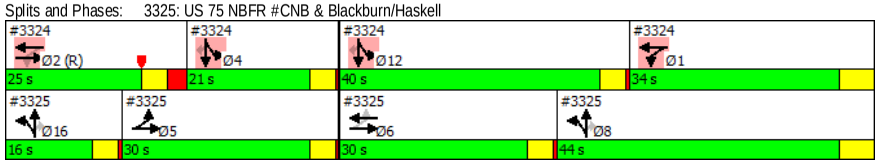


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0				20.0							
Total Split (s)	30.0				30.0							
Total Split (%)	25.0%				25.0%							
Maximum Green (s)	26.0				26.0							
Yellow Time (s)	3.5				3.5							
All-Red Time (s)	0.5				0.5							
Lost Time Adjust (s)	-1.0				-2.0							
Total Lost Time (s)	3.0				2.0							
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0				3.0							
Recall Mode	None				Max							
Walk Time (s)					5.0							
Flash Dont Walk (s)					11.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	54.0	57.0			28.0		56.0	56.0	56.0			
Actuated g/C Ratio	0.45	0.48			0.23		0.47	0.47	0.47			
v/c Ratio	0.59	0.40			1.08dr		0.38	0.87	0.62			
Control Delay	16.6	11.6			45.9		34.8	48.6	35.2			
Queue Delay	41.6	46.9			5.0		0.3	4.0	0.0			
Total Delay	58.2	58.5			50.9		35.1	52.6	35.2			
LOS	E	E			D		D	D	D			
Approach Delay		58.4			50.9			47.8				
Approach LOS		E			D			D				
Queue Length 50th (ft)	113	157			225		204	581	279			
Queue Length 95th (ft)	m147	m190			261		m260	648	291			
Internal Link Dist (ft)		132			263			92			113	
Turn Bay Length (ft)												
Base Capacity (vph)	892	2415			1653		710	2103	677			
Starvation Cap Reductn	398	1540			0		0	0	0			
Spillback Cap Reductn	0	0			310		120	197	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	1.07	1.09			0.95		0.46	0.96	0.62			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 51.5		Intersection LOS: D	
Intersection Capacity Utilization 104.0%		ICU Level of Service G	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3325: US 75 NBFR #CNB & Blackburn/Haskell



Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Split (s)	41.0	23.2	20.0	42.0	12.0	12.0
Total Split (s)	34.0	25.0	21.0	44.0	40.0	16.0
Total Split (%)	28%	21%	18%	37%	33%	13%
Maximum Green (s)	29.0	18.8	17.0	39.0	36.0	12.0
Yellow Time (s)	5.0	3.6	3.5	5.0	3.5	3.5
All-Red Time (s)	0.0	2.6	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0	3.0
Recall Mode	Min	C-Max	None	Min	None	None
Walk Time (s)	4.0		5.0	4.0		
Flash Dont Walk (s)	32.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1077	70	0	83
Future Vol, veh/h	0	0	1077	70	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1171	76	0	90

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	623
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	368
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	368
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	17.9
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	368
HCM Lane V/C Ratio	-	-	0.245
HCM Control Delay (s)	-	-	17.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.9

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	92	1077	91	0
Future Vol, veh/h	0	0	92	1077	91	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	100	1171	99	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	668	-
Stage 1	-	-	0	-
Stage 2	-	-	668	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	453	0
Stage 1	-	-	-	0
Stage 2	-	-	429	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	453	-
Mov Cap-2 Maneuver	-	-	453	-
Stage 1	-	-	-	-
Stage 2	-	-	429	-

Approach	WB	NB
HCM Control Delay, s		15.2
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	453	-	-
HCM Lane V/C Ratio	0.218	-	-
HCM Control Delay (s)	15.2	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.8	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1142	10	0	1054	0	132
Future Vol, veh/h	1142	10	0	1054	0	132
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1241	11	0	1146	0	143

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	627
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	365
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	365
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	365	-	-	-
HCM Lane V/C Ratio	0.393	-	-	-
HCM Control Delay (s)	21.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.8	-	-	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	87	40	48	54	27	9	28	36	59	40	69
Future Vol, veh/h	21	87	40	48	54	27	9	28	36	59	40	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	95	43	52	59	29	10	30	39	64	43	75
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	8.8	8.2	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	14%	37%	35%
Vol Thru, %	38%	59%	42%	24%
Vol Right, %	49%	27%	21%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	148	129	168
LT Vol	9	21	48	59
Through Vol	28	87	54	40
RT Vol	36	40	27	69
Lane Flow Rate	79	161	140	183
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.204	0.182	0.231
Departure Headway (Hd)	4.586	4.575	4.679	4.554
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	778	782	764	787
Service Time	2.631	2.616	2.721	2.592
HCM Lane V/C Ratio	0.102	0.206	0.183	0.233
HCM Control Delay	8.2	8.8	8.8	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.8	0.7	0.9

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	2458	15	0	0	0	0	31	137	35	71	0
Future Vol, veh/h	64	2458	15	0	0	0	0	31	137	35	71	0
Conflicting Peds, #/hr	8	0	6	6	0	8	15	0	6	6	0	15
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	2672	16	0	0	0	0	34	149	38	77	0

Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	8	0	0				-	2833	1356	1239	2841	-
Stage 1	-	-	-				-	2825	-	8	8	-
Stage 2	-	-	-				-	8	-	1231	2833	-
Critical Hdwy	5.34	-	-				-	6.54	7.14	6.44	6.54	-
Critical Hdwy Stg 1	-	-	-				-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-				-	4.02	3.92	3.82	4.02	-
Pot Cap-1 Maneuver	1144	-	-				0	*329	*337	*346	*329	0
Stage 1	-	-	-				0	*329	-	-	-	0
Stage 2	-	-	-				0	-	-	*346	*329	0
Platoon blocked, %		-	-					1	1	1	1	
Mov Cap-1 Maneuver	1144	-	-				-	*305	*335	*167	*305	-
Mov Cap-2 Maneuver	-	-	-				-	*305	-	*167	*305	-
Stage 1	-	-	-				-	*307	-	-	-	-
Stage 2	-	-	-				-	-	-	*161	*307	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	28.8	33.1
HCM LOS		D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	329	1144	-	-	240
HCM Lane V/C Ratio	0.555	0.061	-	-	0.48
HCM Control Delay (s)	28.8	8.4	-	-	33.1
HCM Lane LOS	D	A	-	-	D
HCM 95th %tile Q(veh)	3.2	0.2	-	-	2.4

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	73	0	0	129
Future Vol, veh/h	0	0	73	0	0	129
Conflicting Peds, #/hr	0	0	0	26	26	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	79	0	0	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	245	105	0	0	105	0
Stage 1	105	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	743	949	-	-	1486	-
Stage 1	919	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	727	928	-	-	1486	-
Mov Cap-2 Maneuver	727	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1486	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	70	83	0
Future Vol, veh/h	0	0	0	70	83	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	76	90	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	166	90	90	0	-	0
Stage 1	90	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	824	968	1505	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	824	968	1505	-	-	-
Mov Cap-2 Maneuver	824	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1505	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	181	0	0	641	129
Future Vol, veh/h	0	181	0	0	641	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	197	0	0	697	140

Major/Minor	Minor2				Major2	
Conflicting Flow All	-	418			-	0
Stage 1	-	-			-	-
Stage 2	-	-			-	-
Critical Hdwy	-	7.14			-	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			-	-
Follow-up Hdwy	-	3.92			-	-
Pot Cap-1 Maneuver	0	499			-	-
Stage 1	0	-			-	-
Stage 2	0	-			-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	499			-	-
Mov Cap-2 Maneuver	-	-			-	-
Stage 1	-	-			-	-
Stage 2	-	-			-	-

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

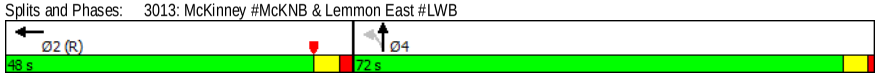
Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	499	-	-
HCM Lane V/C Ratio	0.394	-	-
HCM Control Delay (s)	16.8	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.9	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1407	166	170	1239	0	0	0	0
Future Volume (vph)	0	0	0	0	1407	166	170	1239	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99							
Frt					0.978							
Flt Protected								0.994				
Satd. Flow (prot)	0	0	0	0	6202	0	0	5055	0	0	0	0
Flt Permitted								0.994				
Satd. Flow (perm)	0	0	0	0	6202	0	0	5055	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					37			23				
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		510			747			457			444	
Travel Time (s)		9.9			17.0			10.4			10.1	
Confl. Peds. (#/hr)	24		15	15		24			44	44		
Peak Hour Factor	1.00	1.00	1.00	1.00	0.91	0.64	0.89	0.93	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1546	259	191	1332	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1805	0	0	1523	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1				
Detector Template												
Leading Detector (ft)					50		50	50				
Trailing Detector (ft)					0		0	0				
Detector 1 Position(ft)					0		0	0				
Detector 1 Size(ft)					50		50	50				
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0				
Detector 1 Queue (s)					0.0		0.0	0.0				
Detector 1 Delay (s)					0.0		0.0	0.0				
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Detector Phase					2		4	4				
Switch Phase												
Minimum Initial (s)					14.0		12.0	12.0				
Minimum Split (s)					19.5		16.5	16.5				
Total Split (s)					48.0		72.0	72.0				
Total Split (%)					40.0%		60.0%	60.0%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					42.5		67.5	67.5				
Yellow Time (s)					3.5		3.5	3.5				
All-Red Time (s)					2.0		1.0	1.0				
Lost Time Adjust (s)					-1.5			-0.5				
Total Lost Time (s)					4.0			4.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2		0.2	0.2				
Recall Mode					C-Max		None	None				
Walk Time (s)					7.0		4.0	4.0				
Flash Dont Walk (s)					7.0		7.0	7.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					67.9			44.1				
Actuated g/C Ratio					0.57			0.37				
v/c Ratio					0.51			0.81				
Control Delay					11.0			18.7				
Queue Delay					0.0			0.1				
Total Delay					11.0			18.8				
LOS					B			B				
Approach Delay					11.0			18.8				
Approach LOS					B			B				
Queue Length 50th (ft)					143			330				
Queue Length 95th (ft)					195			320				
Internal Link Dist (ft)		430			667			377			364	
Turn Bay Length (ft)												
Base Capacity (vph)					3526			2874				
Starvation Cap Reductn					0			387				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.51			0.61				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 26 (22%), Referenced to phase 2:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 14.6		Intersection LOS: B	
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3013: McKinney #McKNB & Lemmon East #LWB



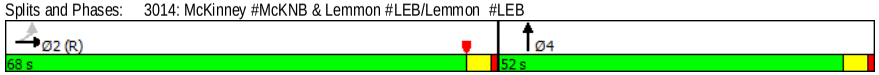
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	458	2266	0	0	0	0	0	947	200	0	0	0
Future Volume (vph)	458	2266	0	0	0	0	0	947	200	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.99							0.97				
Frt								0.973				
Flt Protected	0.950											
Satd. Flow (prot)	1770	5085	0	0	0	0	0	4823	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1756	5085	0	0	0	0	0	4823	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	29							2				
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		651			623			693			457	
Travel Time (s)		14.8			12.1			15.8			10.4	
Confl. Peds. (#/hr)	3		24	24		3	31		40	40		31
Peak Hour Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.94	0.90	1.00	1.00	1.00
Adj. Flow (vph)	482	2385	0	0	0	0	0	1007	222	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	482	2385	0	0	0	0	0	1229	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1				
Detector Template												
Leading Detector (ft)	50	50						50				
Trailing Detector (ft)	0	0						0				
Detector 1 Position(ft)	0	0						0				
Detector 1 Size(ft)	50	50						50				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Detector Phase	2	2						4				
Switch Phase												
Minimum Initial (s)	14.0	14.0						14.0				
Minimum Split (s)	18.5	18.5						18.5				
Total Split (s)	68.0	68.0						52.0				
Total Split (%)	56.7%	56.7%						43.3%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	63.5	63.5						47.5				
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.0	1.0						1.0				
Lost Time Adjust (s)	-0.5	-0.5						-0.5				
Total Lost Time (s)	4.0	4.0						4.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2				
Recall Mode	C-Max	C-Max						None				
Walk Time (s)	7.0	7.0						4.0				
Flash Dont Walk (s)	7.0	7.0						7.0				
Pedestrian Calls (#/hr)	0	0						0				
Act Effct Green (s)	76.8	76.8						35.2				
Actuated g/C Ratio	0.64	0.64						0.29				
v/c Ratio	0.43	0.73						0.87				
Control Delay	7.4	9.1						37.5				
Queue Delay	0.2	0.0						0.3				
Total Delay	7.6	9.1						37.8				
LOS	A	A						D				
Approach Delay		8.8						37.8				
Approach LOS		A						D				
Queue Length 50th (ft)	82	182						355				
Queue Length 95th (ft)	116	205						m316				
Internal Link Dist (ft)		571			543			613			377	
Turn Bay Length (ft)												
Base Capacity (vph)	1133	3252						1930				
Starvation Cap Reductn	165	0						0				
Spillback Cap Reductn	1	0						195				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.50	0.73						0.71				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 16 (13%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 116.0%		ICU Level of Service H	
Analysis Period (min) 15			

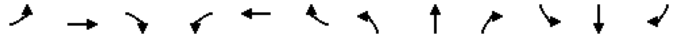
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3014: McKinney #McKNB & Lemmon #LEB/Lemmon #LEB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1882	764	154	1155	0	0	0	0	135	567	445
Future Volume (vph)	0	1882	764	154	1155	0	0	0	0	135	567	445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor			0.98									0.95
Frt			0.850									0.850
Flt Protected				0.950	0.999					0.950	0.999	
Satd. Flow (prot)	0	6408	1583	1433	6029	0	0	0	0	1522	4801	1583
Flt Permitted				0.299	0.932					0.950	0.999	
Satd. Flow (perm)	0	6408	1551	451	5625	0	0	0	0	1522	4801	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			502									200
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		402			270			252			209	
Travel Time (s)		9.1			5.3			4.9			4.1	
Confl. Peds. (#/hr)	10		3	3		10	18					18
Peak Hour Factor	1.00	0.92	0.95	0.96	0.90	1.00	1.00	1.00	1.00	0.86	0.83	0.81
Adj. Flow (vph)	0	2046	804	160	1283	0	0	0	0	157	683	549
Shared Lane Traffic (%)				10%						10%		
Lane Group Flow (vph)	0	2046	804	144	1299	0	0	0	0	141	699	549
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			20			12			12	
Link Offset(ft)		0			0			24			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		50	50	50	50					50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	custom	pm+pt	NA					Split	NA	custom
Protected Phases		2 12		1	1 2					4 14	4 14	12
Permitted Phases			2	1 2								4 14
Detector Phase		2 12	2	1	1 2					4 14	4 14	12
Switch Phase												
Minimum Initial (s)			15.0	1.0								4.0

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	14	18
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	5.0	8.0	8.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)			23.6	8.0								20.0
Total Split (s)			21.0	39.0								33.0
Total Split (%)			17.5%	32.5%								27.5%
Maximum Green (s)			12.4	34.0								29.0
Yellow Time (s)			3.7	5.0								3.5
All-Red Time (s)			4.9	0.0								0.5
Lost Time Adjust (s)			-1.0	-1.0								0.0
Total Lost Time (s)			7.6	4.0								4.0
Lead/Lag			Lead	Lag								Lag
Lead-Lag Optimize?			Yes	Yes								Yes
Vehicle Extension (s)			2.5	1.0								3.0
Recall Mode			C-Max	Min								Min
Walk Time (s)			4.0									5.0
Flash Dont Walk (s)			9.0									11.0
Pedestrian Calls (#/hr)			0									0
Act Effct Green (s)		46.4	13.4	52.0	52.0					20.9	20.9	52.0
Actuated g/C Ratio		0.39	0.11	0.43	0.43					0.17	0.17	0.43
v/c Ratio		0.83	1.30	0.30	0.51					0.53	0.84	0.70
Control Delay		33.0	167.0	3.9	5.4					54.1	58.4	21.1
Queue Delay		0.6	0.0	0.9	0.3					0.0	0.0	0.0
Total Delay		33.6	167.0	4.8	5.7					54.1	58.4	21.1
LOS		C	F	A	A					D	E	C
Approach Delay		71.2			5.6						43.2	
Approach LOS		E			A						D	
Queue Length 50th (ft)		334	~459	29	188					120	208	224
Queue Length 95th (ft)		384	#868	m28	143					m161	m231	m275
Internal Link Dist (ft)		322			190			172			129	
Turn Bay Length (ft)												
Base Capacity (vph)		2477	619	481	2555					265	836	783
Starvation Cap Reductn		0	0	165	563					0	0	0
Spillback Cap Reductn		147	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.88	1.30	0.46	0.65					0.53	0.84	0.70

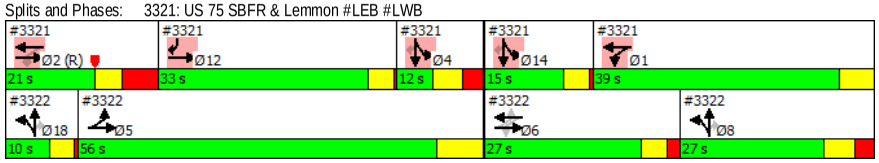
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 47.7		Intersection LOS: D	
Intersection Capacity Utilization 97.9%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Minimum Split (s)	41.1	13.6	20.3	39.1	20.0	20.0
Total Split (s)	12.0	56.0	27.0	27.0	15.0	10.0
Total Split (%)	10%	47%	23%	23%	13%	8%
Maximum Green (s)	4.9	49.4	21.7	19.9	11.0	6.0
Yellow Time (s)	4.1	6.6	3.6	4.2	3.5	3.5
All-Red Time (s)	3.0	0.0	1.7	2.9	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lag			Lead	Lead
Lead-Lag Optimize?		Yes			Yes	Yes
Vehicle Extension (s)	1.5	1.0	3.5	1.1	3.0	3.0
Recall Mode	Min	Min	Max	Min	None	None
Walk Time (s)	4.0		4.0	4.0	5.0	5.0
Flash Dont Walk (s)	30.0		11.0	28.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

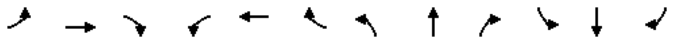
Splits and Phases: 3321: US 75 SBFR & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	612	1424	0	4	756	124	597	695	330	0	0	0
Future Volume (vph)	612	1424	0	4	756	124	597	695	330	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		230	0		0	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	0.81	0.81	1.00	0.81	0.81	0.81	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00				0.97			
Frt					0.974				0.850			
Flt Protected	0.950	0.990					0.950	0.986				
Satd. Flow (prot)	1433	5975	0	0	7330	0	1522	4739	1583	0	0	0
Flt Permitted	0.176	0.755			0.910		0.950	0.986				
Satd. Flow (perm)	265	4556	0	0	6670	0	1522	4739	1540	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					38				236			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		270			556			200			239	
Travel Time (s)		5.3			10.8			3.9			4.7	
Confl. Peds. (#/hr)	1		7	7		1			14	14		
Peak Hour Factor	0.83	0.94	1.00	1.00	0.87	0.69	0.95	0.91	0.95	1.00	1.00	1.00
Adj. Flow (vph)	737	1515	0	4	869	180	628	764	347	0	0	0
Shared Lane Traffic (%)	50%						46%					
Lane Group Flow (vph)	368	1884	0	0	1053	0	339	1053	347	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50	50			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	50	50		50	50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm			
Protected Phases	5	5 6			6		8 18	8 18				
Permitted Phases	5 6			6	6				8 18			
Detector Phase	5	5 6		6	6		8 18	8 18	8 18			
Switch Phase												
Minimum Initial (s)	5.0			8.0	8.0							

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Turn Type							
Protected Phases	1	2	4	8	12	14	18
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	1.0	15.0	8.0	8.0	4.0	4.0	4.0

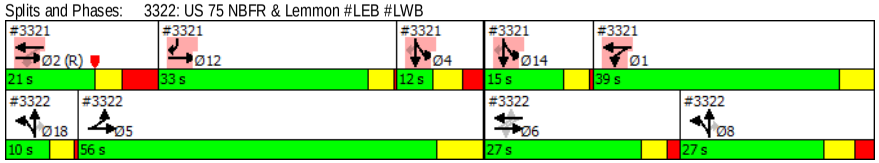
CityPlace PD 375 TIA
Lanes, Volumes, Timings
2021 - Background - PM
3322: US 75 NBFR & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.6			20.3	20.3							
Total Split (s)	56.0			27.0	27.0							
Total Split (%)	46.7%			22.5%	22.5%							
Maximum Green (s)	49.4			21.7	21.7							
Yellow Time (s)	6.6			3.6	3.6							
All-Red Time (s)	0.0			1.7	1.7							
Lost Time Adjust (s)	-1.0				-1.0							
Total Lost Time (s)	5.6				4.3							
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	1.0			3.5	3.5							
Recall Mode	Min			Max	Max							
Walk Time (s)				4.0	4.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	71.8	71.8			22.7		30.9	30.9	30.9			
Actuated g/C Ratio	0.60	0.60			0.19		0.26	0.26	0.26			
v/c Ratio	0.57	0.57			0.82		0.87	0.86	0.61			
Control Delay	4.1	3.4			53.9		38.7	29.2	8.7			
Queue Delay	1.4	0.2			0.2		0.0	0.0	0.0			
Total Delay	5.4	3.6			54.1		38.7	29.2	8.7			
LOS	A	A			D		D	C	A			
Approach Delay		3.9			54.1			27.0				
Approach LOS		A			D			C				
Queue Length 50th (ft)	3	4			202		282	291	93			
Queue Length 95th (ft)	m3	4			227		m316	m313	m99			
Internal Link Dist (ft)		190			476			120			159	
Turn Bay Length (ft)												
Base Capacity (vph)	649	3321			1292		391	1220	571			
Starvation Cap Reductn	128	532			0		0	0	0			
Spillback Cap Reductn	0	0			22		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.71	0.68			0.83		0.87	0.86	0.61			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 22.3		Intersection LOS: C	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3322: US 75 NBFR & Lemmon #LEB #LWB



Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Minimum Split (s)	8.0	23.6	41.1	39.1	20.0	20.0	20.0
Total Split (s)	39.0	21.0	12.0	27.0	33.0	15.0	10.0
Total Split (%)	33%	18%	10%	23%	28%	13%	8%
Maximum Green (s)	34.0	12.4	4.9	19.9	29.0	11.0	6.0
Yellow Time (s)	5.0	3.7	4.1	4.2	3.5	3.5	3.5
All-Red Time (s)	0.0	4.9	3.0	2.9	0.5	0.5	0.5
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag	Lead			Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.5	1.5	1.1	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	Min	Min	None	None
Walk Time (s)		4.0	4.0	4.0	5.0	5.0	5.0
Flash Dont Walk (s)		9.0	30.0	28.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

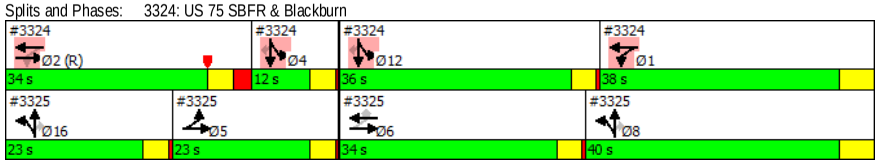
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	828	349	823	712	0	0	0	0	404	1456	342
Future Volume (vph)	0	828	349	823	712	0	0	0	0	404	1456	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	119		119	0		0	0		0	0		0
Storage Lanes	1		0	2		0	0		0	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.98		1.00								0.98
Frt		0.956										0.850
Flt Protected				0.950						0.950	0.999	
Satd. Flow (prot)	0	6032	0	3433	5085	0	0	0	0	1522	4801	1583
Flt Permitted				0.139						0.950	0.999	
Satd. Flow (perm)	0	6032	0	500	5085	0	0	0	0	1522	4801	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8										145
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		151			212			193			178	
Travel Time (s)		3.4			4.8			3.8			3.5	
Confl. Peds. (#/hr)	20		33	33		20						5
Peak Hour Factor	1.00	0.88	0.90	0.82	0.86	1.00	1.00	1.00	1.00	0.90	0.87	0.83
Adj. Flow (vph)	0	941	388	1004	828	0	0	0	0	449	1674	412
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1329	0	1004	828	0	0	0	0	404	1719	412
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		60			54			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		50		50	50					50	50	50
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		50		50	50					50	50	50
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		pm+pt	NA					Split	NA	Perm
Protected Phases		2		1	1 2					4 12	4 12	
Permitted Phases				1 2								4 12
Detector Phase		2		1	1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		8.0		6.0								

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	6.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		23.2		41.0								
Total Split (s)		34.0		38.0								
Total Split (%)		28.3%		31.7%								
Maximum Green (s)		27.8		33.0								
Yellow Time (s)		3.6		5.0								
All-Red Time (s)		2.6		0.0								
Lost Time Adjust (s)		-1.0		-1.0								
Total Lost Time (s)		5.2		4.0								
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0								
Recall Mode		C-Max		Min								
Walk Time (s)				4.0								
Flash Dont Walk (s)				32.0								
Pedestrian Calls (#/hr)				0								
Act Effct Green (s)		28.8		64.0	68.0					45.0	45.0	44.0
Actuated g/C Ratio		0.24		0.53	0.57					0.38	0.38	0.37
v/c Ratio		1.01dr		0.92	0.29					0.71	0.95	0.63
Control Delay		42.2		34.3	19.0					37.8	47.3	22.5
Queue Delay		45.9		48.7	51.8					0.0	0.0	0.0
Total Delay		88.1		83.0	70.8					37.8	47.3	22.5
LOS		F		F	E					D	D	C
Approach Delay		88.1			77.5						41.8	
Approach LOS		F			E						D	
Queue Length 50th (ft)		302		389	205					308	492	148
Queue Length 95th (ft)		#332		m398	m213					m447	#553	m225
Internal Link Dist (ft)		71			132			113			98	
Turn Bay Length (ft)												
Base Capacity (vph)		1453		1097	2881					570	1800	659
Starvation Cap Reductn		0		507	2130					0	0	0
Spillback Cap Reductn		257		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.11		1.70	1.10					0.71	0.95	0.63

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 64.1		Intersection LOS: E	
Intersection Capacity Utilization 111.4%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			

Splits and Phases: 3324: US 75 SBFR & Blackburn



Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Minimum Split (s)	20.0	8.0	20.0	42.0	12.0	12.0
Total Split (s)	12.0	23.0	34.0	40.0	36.0	23.0
Total Split (%)	10%	19%	28%	33%	30%	19%
Maximum Green (s)	8.0	19.0	30.0	35.0	32.0	19.0
Yellow Time (s)	3.5	3.5	3.5	5.0	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	Max	Min	None	None
Walk Time (s)	5.0		5.0	4.0		
Flash Dont Walk (s)	11.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

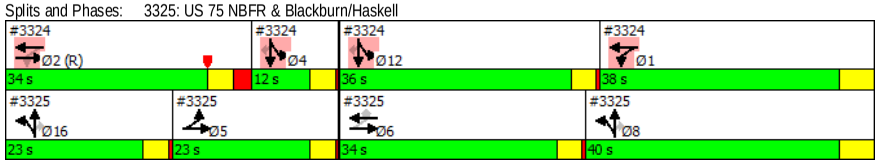
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	549	722	0	0	1183	392	288	1795	419	0	0	0
Future Volume (vph)	549	722	0	0	1183	392	288	1795	419	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		136	0		0	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.86	0.81	0.86	1.00	1.00	1.00
Ped Bike Factor						0.94		1.00	0.99			
Frt						0.850		0.997	0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	5085	0	0	5085	1583	1522	4507	1362	0	0	0
Flt Permitted	0.129						0.950	0.999				
Satd. Flow (perm)	466	5085	0	0	5085	1488	1522	4507	1344	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						147		3	102			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		212			343			172			193	
Travel Time (s)		4.8			7.8			3.4			3.8	
Confl. Peds. (#/hr)	22		30	30		22			1			
Peak Hour Factor	0.97	0.95	1.00	1.00	0.89	0.93	0.77	0.91	0.91	1.00	1.00	1.00
Adj. Flow (vph)	566	760	0	0	1329	422	374	1973	460	0	0	0
Shared Lane Traffic (%)							10%		10%			
Lane Group Flow (vph)	566	760	0	0	1329	422	337	2056	414	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		54			36			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	50	50			50	50	50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	D.P+P	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6 5			6		8 16	8 16				
Permitted Phases	6					6			8 16			
Detector Phase	5	6 5			6	6	8 16	8 16	8 16			
Switch Phase												
Minimum Initial (s)	4.0				4.0	4.0						

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	6.0	8.0	4.0	6.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0				20.0	20.0						
Total Split (s)	23.0				34.0	34.0						
Total Split (%)	19.2%				28.3%	28.3%						
Maximum Green (s)	19.0				30.0	30.0						
Yellow Time (s)	3.5				3.5	3.5						
All-Red Time (s)	0.5				0.5	0.5						
Lost Time Adjust (s)	-1.0				-2.0	-2.0						
Total Lost Time (s)	3.0				2.0	2.0						
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0				3.0	3.0						
Recall Mode	None				Max	Max						
Walk Time (s)					5.0	5.0						
Flash Dont Walk (s)					11.0	11.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)	51.0	54.0			32.0	32.0	59.0	59.0	59.0			
Actuated g/C Ratio	0.42	0.45			0.27	0.27	0.49	0.49	0.49			
v/c Ratio	0.82	0.33			0.98	0.84	0.45	0.93	0.58			
Control Delay	21.9	10.0			67.5	45.8	19.3	33.0	16.4			
Queue Delay	52.4	29.4			40.8	0.0	0.2	2.9	0.0			
Total Delay	74.3	39.5			108.2	45.8	19.4	35.9	16.4			
LOS	E	D			F	D	B	D	B			
Approach Delay		54.3			93.2			31.1				
Approach LOS		D			F			C				
Queue Length 50th (ft)	180	145			386	228	146	573	130			
Queue Length 95th (ft)	m215	m160			#472	#386	190	#672	m254			
Internal Link Dist (ft)		132			263			92			113	
Turn Bay Length (ft)						136						
Base Capacity (vph)	692	2288			1356	504	748	2217	712			
Starvation Cap Reductn	246	1557			0	0	0	0	0			
Spillback Cap Reductn	0	0			348	0	59	97	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	1.27	1.04			1.32	0.84	0.49	0.97	0.58			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 54.8		Intersection LOS: D	
Intersection Capacity Utilization 111.4%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3325: US 75 NBFR & Blackburn/Haskell



Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Split (s)	41.0	23.2	20.0	42.0	12.0	12.0
Total Split (s)	38.0	34.0	12.0	40.0	36.0	23.0
Total Split (%)	32%	28%	10%	33%	30%	19%
Maximum Green (s)	33.0	27.8	8.0	35.0	32.0	19.0
Yellow Time (s)	5.0	3.6	3.5	5.0	3.5	3.5
All-Red Time (s)	0.0	2.6	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0	3.0
Recall Mode	Min	C-Max	None	Min	None	None
Walk Time (s)	4.0		5.0	4.0		
Flash Dont Walk (s)	32.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Kimley»Horn

Synchro™ Output - 2021 Background Plus Site Traffic

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1289	107	0	47
Future Vol, veh/h	0	0	1289	107	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1401	116	0	51

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	759
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	300
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	300
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	19.4
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	300
HCM Lane V/C Ratio	-	-	0.17
HCM Control Delay (s)	-	-	19.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.6

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	234	1289	37	0
Future Vol, veh/h	0	0	234	1289	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	254	1401	40	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	1069	-
Stage 1	-	-	0	-
Stage 2	-	-	1069	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	287	0
Stage 1	-	-	-	0
Stage 2	-	-	262	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	287	-
Mov Cap-2 Maneuver	-	-	287	-
Stage 1	-	-	-	-
Stage 2	-	-	262	-

Approach	WB	NB
HCM Control Delay, s		19.6
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	287	-	-
HCM Lane V/C Ratio	0.14	-	-
HCM Control Delay (s)	19.6	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	926	133	0	1177	0	70
Future Vol, veh/h	926	133	0	1177	0	70
Conflicting Peds, #/hr	0	2	0	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1007	145	0	1279	0	76

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	580
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	392
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	391
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	391	-	-	-
HCM Lane V/C Ratio	0.195	-	-	-
HCM Control Delay (s)	16.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	77	42	113	91	89	240	45	55	36	4	68	5
Future Vol, veh/h	77	42	113	91	89	240	45	55	36	4	68	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	46	123	99	97	261	49	60	39	4	74	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	14.3	10.5	9.9
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	33%	22%	5%
Vol Thru, %	40%	18%	21%	88%
Vol Right, %	26%	49%	57%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	136	232	420	77
LT Vol	45	77	91	4
Through Vol	55	42	89	68
RT Vol	36	113	240	5
Lane Flow Rate	148	252	457	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.234	0.349	0.595	0.137
Departure Headway (Hd)	5.702	4.987	4.695	5.901
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	628	721	772	606
Service Time	3.745	3.021	2.695	3.95
HCM Lane V/C Ratio	0.236	0.35	0.592	0.139
HCM Control Delay	10.5	10.7	14.3	9.9
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	0.9	1.6	4	0.5

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1323	34	0	0	0	0	20	53	66	212	0
Future Vol, veh/h	18	1323	34	0	0	0	0	20	53	66	212	0
Conflicting Peds, #/hr	1	0	1	1	0	1	14	0	4	4	0	14
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	1438	37	0	0	0	0	22	58	72	230	0

Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	1	0	0				-	1498	743	630	1516	-
Stage 1	-	-	-				-	1497	-	1	1	-
Stage 2	-	-	-				-	1	-	629	1515	-
Critical Hdwy	5.34	-	-				-	6.54	7.14	6.44	6.54	-
Critical Hdwy Stg 1	-	-	-				-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-				-	4.02	3.92	3.82	4.02	-
Pot Cap-1 Maneuver	1153	-	-				0	*592	*608	*624	*592	0
Stage 1	-	-	-				0	*593	-	-	-	0
Stage 2	-	-	-				0	-	-	*624	*593	0
Platoon blocked, %		-	-					1	1	1	1	
Mov Cap-1 Maneuver	1153	-	-				-	*581	*607	*541	*581	-
Mov Cap-2 Maneuver	-	-	-				-	*581	-	*541	*581	-
Stage 1	-	-	-				-	*582	-	-	-	-
Stage 2	-	-	-				-	-	-	*534	*582	-

Approach	EB	NB	SB
HCM Control Delay, s	0.1	11.9	18.2
HCM LOS		B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	600	1153	-	-	571
HCM Lane V/C Ratio	0.132	0.017	-	-	0.529
HCM Control Delay (s)	11.9	8.2	-	-	18.2
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	3.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	44	92	68	238	34
Future Vol, veh/h	11	44	92	68	238	34
Conflicting Peds, #/hr	0	0	0	32	32	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	48	100	74	259	37

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	723	169	0	0	206	0
Stage 1	169	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	393	875	-	-	1365	-
Stage 1	861	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	308	852	-	-	1365	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	463	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	7.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	630	1365	-
HCM Lane V/C Ratio	-	-	0.095	0.19	-
HCM Control Delay (s)	-	-	11.3	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.7	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	11	170	39	36	204
Future Vol, veh/h	44	11	170	39	36	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	12	185	42	39	222

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	562	150	261	0	-	0
Stage 1	150	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	488	896	1303	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	417	896	1303	-	-	-
Mov Cap-2 Maneuver	417	-	-	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	6.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1303	-	467	-	-
HCM Lane V/C Ratio	0.142	-	0.128	-	-
HCM Control Delay (s)	8.2	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	111	0	0	551	606
Future Vol, veh/h	0	111	0	0	551	606
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	121	0	0	599	659

Major/Minor	Minor2				Major2	
Conflicting Flow All	-	629			-	0
Stage 1	-	-			-	-
Stage 2	-	-			-	-
Critical Hdwy	-	7.14			-	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			-	-
Follow-up Hdwy	-	3.92			-	-
Pot Cap-1 Maneuver	0	364			-	-
Stage 1	0	-			-	-
Stage 2	0	-			-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	364			-	-
Mov Cap-2 Maneuver	-	-			-	-
Stage 1	-	-			-	-
Stage 2	-	-			-	-

Approach	EB	SB
HCM Control Delay, s	19.7	0
HCM LOS	C	

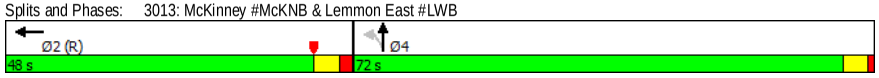
Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	364	-	-
HCM Lane V/C Ratio	0.331	-	-
HCM Control Delay (s)	19.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1681	35	110	688	0	0	0	0
Future Volume (vph)	0	0	0	0	1681	35	110	688	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt					0.995							
Flt Protected								0.993				
Satd. Flow (prot)	0	0	0	0	6371	0	0	5050	0	0	0	0
Flt Permitted								0.993				
Satd. Flow (perm)	0	0	0	0	6371	0	0	5050	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					6			23				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		510			756			457			444	
Travel Time (s)		9.9			14.7			10.4			10.1	
Confl. Peds. (#/hr)	4		6	6		4			29	29		
Peak Hour Factor	1.00	1.00	1.00	1.00	0.98	0.63	0.89	0.94	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1715	56	124	732	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1771	0	0	856	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1				
Detector Template												
Leading Detector (ft)					50		50	50				
Trailing Detector (ft)					0		0	0				
Detector 1 Position(ft)					0		0	0				
Detector 1 Size(ft)					50		50	50				
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0				
Detector 1 Queue (s)					0.0		0.0	0.0				
Detector 1 Delay (s)					0.0		0.0	0.0				
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Detector Phase					2		4	4				
Switch Phase												
Minimum Initial (s)					14.0		12.0	12.0				
Minimum Split (s)					19.5		16.5	16.5				
Total Split (s)					48.0		72.0	72.0				
Total Split (%)					40.0%		60.0%	60.0%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					42.5		67.5	67.5				
Yellow Time (s)					3.5		3.5	3.5				
All-Red Time (s)					2.0		1.0	1.0				
Lost Time Adjust (s)					-1.5			-0.5				
Total Lost Time (s)					4.0			4.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2		0.2	0.2				
Recall Mode					C-Max		None	None				
Walk Time (s)					7.0		4.0	4.0				
Flash Dont Walk (s)					7.0		7.0	7.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					87.2			24.8				
Actuated g/C Ratio					0.73			0.21				
v/c Ratio					0.38			0.81				
Control Delay					6.8			24.7				
Queue Delay					0.0			0.0				
Total Delay					6.8			24.7				
LOS					A			C				
Approach Delay					6.8			24.7				
Approach LOS					A			C				
Queue Length 50th (ft)					131			124				
Queue Length 95th (ft)					182			143				
Internal Link Dist (ft)		430			676			377			364	
Turn Bay Length (ft)												
Base Capacity (vph)					4632			2871				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.38			0.30				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3013: McKinney #McKNB & Lemmon East #LWB

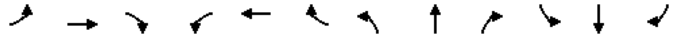


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	427	1212	0	0	0	0	0	451	110	0	0	0
Future Volume (vph)	427	1212	0	0	0	0	0	451	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.97							0.98				
Frt								0.967				
Flt Protected	0.950											
Satd. Flow (prot)	1770	5085	0	0	0	0	0	4836	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1715	5085	0	0	0	0	0	4836	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	193							48				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		651			637			693			457	
Travel Time (s)		12.7			12.4			15.8			10.4	
Confl. Peds. (#/hr)	12		7	7		12	10		20	20		10
Peak Hour Factor	0.96	0.93	1.00	1.00	1.00	1.00	1.00	0.97	0.85	1.00	1.00	1.00
Adj. Flow (vph)	445	1303	0	0	0	0	0	465	129	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	445	1303	0	0	0	0	0	594	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1				
Detector Template												
Leading Detector (ft)	50	50						50				
Trailing Detector (ft)	0	0						0				
Detector 1 Position(ft)	0	0						0				
Detector 1 Size(ft)	50	50						50				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Detector Phase	2	2						4				
Switch Phase												
Minimum Initial (s)	14.0	14.0						14.0				
Minimum Split (s)	18.5	18.5						18.5				
Total Split (s)	72.0	72.0						48.0				
Total Split (%)	60.0%	60.0%						40.0%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	67.5	67.5						43.5				
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.0	1.0						1.0				
Lost Time Adjust (s)	-0.5	-0.5						-0.5				
Total Lost Time (s)	4.0	4.0						4.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2				
Recall Mode	C-Max	C-Max						None				
Walk Time (s)	7.0	7.0						4.0				
Flash Dont Walk (s)	7.0	7.0						7.0				
Pedestrian Calls (#/hr)	0	0						0				
Act Effct Green (s)	94.5	94.5						17.5				
Actuated g/C Ratio	0.79	0.79						0.15				
v/c Ratio	0.32	0.33						0.80				
Control Delay	0.7	1.2						45.2				
Queue Delay	0.0	0.0						0.0				
Total Delay	0.7	1.2						45.2				
LOS	A	A						D				
Approach Delay		1.1						45.2				
Approach LOS		A						D				
Queue Length 50th (ft)	0	21						98				
Queue Length 95th (ft)	2	27						121				
Internal Link Dist (ft)		571			557			613			377	
Turn Bay Length (ft)												
Base Capacity (vph)	1391	4003						1803				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.32	0.33						0.33				

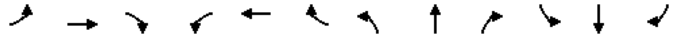
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3014: McKinney #McKNB & Lemmon #LEB/Lemmon #LEB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	889	449	198	1586	0	0	0	0	99	524	627
Future Volume (vph)	0	889	449	198	1586	0	0	0	0	99	524	627
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor												0.97
Frt			0.850									0.850
Flt Protected				0.950	0.999					0.950	0.999	
Satd. Flow (prot)	0	6408	1583	1433	6029	0	0	0	0	1522	4801	1583
Flt Permitted				0.385	0.932					0.950	0.999	
Satd. Flow (perm)	0	6408	1583	581	5625	0	0	0	0	1522	4801	1529
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			522									122
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		402			270			252			209	
Travel Time (s)		7.8			5.3			4.9			4.1	
Confl. Peds. (#/hr)	5					5	10					10
Peak Hour Factor	1.00	0.93	0.85	0.91	0.97	1.00	1.00	1.00	1.00	0.75	0.91	0.96
Adj. Flow (vph)	0	956	528	218	1635	0	0	0	0	132	576	653
Shared Lane Traffic (%)				10%						10%		
Lane Group Flow (vph)	0	956	528	196	1657	0	0	0	0	119	589	653
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			20			12			12	
Link Offset(ft)		0			0			24			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		50	50	50	50					50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	custom	pm+pt	NA					Split	NA	custom
Protected Phases		2 12		1	1 2					4 14	4 14	12
Permitted Phases			2	1 2								4 14
Detector Phase		2 12	2	1	1 2					4 14	4 14	12
Switch Phase												
Minimum Initial (s)			15.0	1.0								4.0

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	14	18
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	5.0	8.0	8.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)			23.6	8.0								20.0
Total Split (s)			18.0	53.0								17.0
Total Split (%)			15.0%	44.2%								14.2%
Maximum Green (s)			9.4	48.0								13.0
Yellow Time (s)			3.7	5.0								3.5
All-Red Time (s)			4.9	0.0								0.5
Lost Time Adjust (s)			-1.0	-1.0								0.0
Total Lost Time (s)			7.6	4.0								4.0
Lead/Lag			Lead	Lag								Lag
Lead-Lag Optimize?			Yes	Yes								Yes
Vehicle Extension (s)			2.5	1.0								3.0
Recall Mode			C-Max	Min								Min
Walk Time (s)			4.0									5.0
Flash Dont Walk (s)			9.0									11.0
Pedestrian Calls (#/hr)			0									0
Act Effct Green (s)		27.4	10.4	64.4	64.4					24.5	24.5	39.6
Actuated g/C Ratio		0.23	0.09	0.54	0.54					0.20	0.20	0.33
v/c Ratio		0.65	0.86	0.29	0.52					0.38	0.60	1.10
Control Delay		44.5	19.9	1.8	3.2					45.8	46.5	98.4
Queue Delay		0.1	0.0	1.4	0.6					0.0	0.0	0.0
Total Delay		44.6	19.9	3.2	3.8					45.8	46.5	98.4
LOS		D	B	A	A					D	D	F
Approach Delay		35.8			3.7						71.4	
Approach LOS		D			A						E	
Queue Length 50th (ft)		196	4	6	42					89	155	~507
Queue Length 95th (ft)		235	#116	m16	95					m113	m185	m#669
Internal Link Dist (ft)		322			190			172			129	
Turn Bay Length (ft)												
Base Capacity (vph)		1463	613	669	3188					328	1036	592
Starvation Cap Reductn		0	0	307	1023					0	0	0
Spillback Cap Reductn		46	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.67	0.86	0.54	0.77					0.36	0.57	1.10

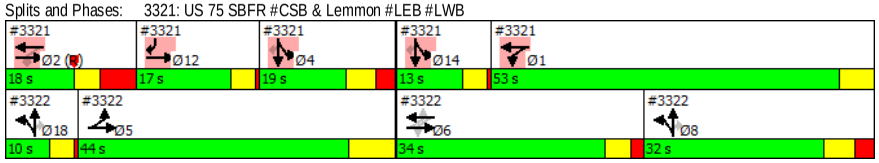
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 33.5		Intersection LOS: C	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Minimum Split (s)	41.1	13.6	20.3	39.1	20.0	20.0
Total Split (s)	19.0	44.0	34.0	32.0	13.0	10.0
Total Split (%)	16%	37%	28%	27%	11%	8%
Maximum Green (s)	11.9	37.4	28.7	24.9	9.0	6.0
Yellow Time (s)	4.1	6.6	3.6	4.2	3.5	3.5
All-Red Time (s)	3.0	0.0	1.7	2.9	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lag			Lead	Lead
Lead-Lag Optimize?		Yes			Yes	Yes
Vehicle Extension (s)	1.5	1.0	3.5	1.1	3.0	3.0
Recall Mode	Min	Min	Max	Min	None	None
Walk Time (s)	4.0		4.0	4.0	5.0	5.0
Flash Dont Walk (s)	30.0		11.0	28.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

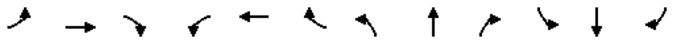
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3321: US 75 SBFR #CSB & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	667	0	5	1142	196	607	905	156	0	0	0
Future Volume (vph)	335	667	0	5	1142	196	607	905	156	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		230	0		0	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.81	0.81	1.00	0.81	0.81	0.81	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00				0.97			
Frt					0.978				0.850			
Flt Protected	0.950	0.990					0.950	0.989				
Satd. Flow (prot)	1433	5975	0	0	7378	0	1522	4753	1583	0	0	0
Flt Permitted	0.135	0.761			0.923		0.950	0.989				
Satd. Flow (perm)	204	4593	0	0	6810	0	1522	4753	1543	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					35				166			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		270			556			200			239	
Travel Time (s)		5.3			10.8			3.9			4.7	
Confl. Peds. (#/hr)			3	3					12	12		
Peak Hour Factor	0.84	0.88	1.00	1.00	0.88	0.86	0.88	0.90	0.89	1.00	1.00	1.00
Adj. Flow (vph)	399	758	0	5	1298	228	690	1006	175	0	0	0
Shared Lane Traffic (%)	50%						40%					
Lane Group Flow (vph)	199	958	0	0	1531	0	414	1282	175	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50	50			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	50	50		50	50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm			
Protected Phases	5	5 6			6		8 18	8 18				
Permitted Phases	5 6			6	6				8 18			
Detector Phase	5	5 6		6	6		8 18	8 18	8 18			
Switch Phase												
Minimum Initial (s)	5.0			8.0	8.0							

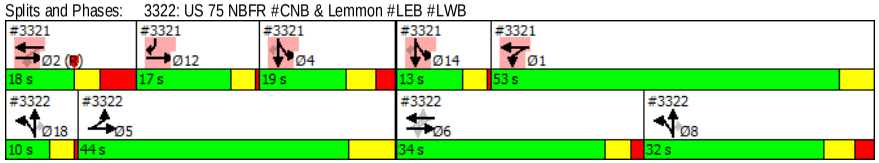
Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Turn Type							
Protected Phases	1	2	4	8	12	14	18
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	1.0	15.0	8.0	8.0	4.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.6			20.3	20.3							
Total Split (s)	44.0			34.0	34.0							
Total Split (%)	36.7%			28.3%	28.3%							
Maximum Green (s)	37.4			28.7	28.7							
Yellow Time (s)	6.6			3.6	3.6							
All-Red Time (s)	0.0			1.7	1.7							
Lost Time Adjust (s)	-1.0				-1.0							
Total Lost Time (s)	5.6				4.3							
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	1.0			3.5	3.5							
Recall Mode	Min			Max	Max							
Walk Time (s)				4.0	4.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	66.8	66.8			29.7		35.9	35.9	35.9			
Actuated g/C Ratio	0.56	0.56			0.25		0.30	0.30	0.30			
v/c Ratio	0.39	0.32			0.89		0.91	0.90	0.30			
Control Delay	5.4	4.2			44.4		45.1	33.1	3.2			
Queue Delay	2.9	0.2			5.8		0.0	0.0	0.0			
Total Delay	8.3	4.3			50.2		45.1	33.1	3.2			
LOS	A	A			D		D	C	A			
Approach Delay		5.0			50.2			33.0				
Approach LOS		A			D			C				
Queue Length 50th (ft)	4	5			286		296	302	8			
Queue Length 95th (ft)	6	5			316		m#501	#410	m18			
Internal Link Dist (ft)		190			476			120			159	
Turn Bay Length (ft)												
Base Capacity (vph)	506	2999			1711		455	1421	577			
Starvation Cap Reductn	208	984			0		0	0	0			
Spillback Cap Reductn	0	0			146		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.67	0.48			0.98		0.91	0.90	0.30			

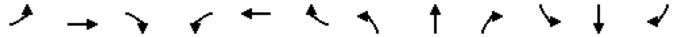
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 31.7		Intersection LOS: C	
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3322: US 75 NBFR #CNB & Lemmon #LEB #LWB



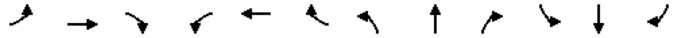
Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Minimum Split (s)	8.0	23.6	41.1	39.1	20.0	20.0	20.0
Total Split (s)	53.0	18.0	19.0	32.0	17.0	13.0	10.0
Total Split (%)	44%	15%	16%	27%	14%	11%	8%
Maximum Green (s)	48.0	9.4	11.9	24.9	13.0	9.0	6.0
Yellow Time (s)	5.0	3.7	4.1	4.2	3.5	3.5	3.5
All-Red Time (s)	0.0	4.9	3.0	2.9	0.5	0.5	0.5
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag	Lead			Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.5	1.5	1.1	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	Min	Min	None	None
Walk Time (s)		4.0	4.0	4.0	5.0	5.0	5.0
Flash Dont Walk (s)		9.0	30.0	28.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	679	327	525	602	0	0	0	0	615	2035	575
Future Volume (vph)	0	679	327	525	602	0	0	0	0	615	2035	575
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	119		119	0		0	0		0	0		0
Storage Lanes	1		0	2		0	0		0	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.99		1.00								0.94
Frt		0.947										0.850
Flt Protected				0.950						0.950	0.999	
Satd. Flow (prot)	0	5990	0	3433	5085	0	0	0	0	1522	4801	1583
Flt Permitted				0.202						0.950	0.999	
Satd. Flow (perm)	0	5990	0	728	5085	0	0	0	0	1522	4801	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22										121
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		154			212			193			178	
Travel Time (s)		3.5			4.8			3.8			3.5	
Confl. Peds. (#/hr)	49		14	14		49						24
Peak Hour Factor	1.00	0.94	0.84	0.83	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.93
Adj. Flow (vph)	0	722	389	633	662	0	0	0	0	634	2142	618
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1111	0	633	662	0	0	0	0	571	2205	618
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		60			54			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		50		50	50					50	50	50
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		50		50	50					50	50	50
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		pm+pt	NA					Split	NA	Perm
Protected Phases		2		1	1 2					4 12	4 12	
Permitted Phases				1 2								4 12
Detector Phase		2		1	1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		8.0		6.0								

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	6.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		23.2		41.0								
Total Split (s)		25.0		34.0								
Total Split (%)		20.8%		28.3%								
Maximum Green (s)		18.8		29.0								
Yellow Time (s)		3.6		5.0								
All-Red Time (s)		2.6		0.0								
Lost Time Adjust (s)		-1.0		-1.0								
Total Lost Time (s)		5.2		4.0								
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0								
Recall Mode		C-Max		Min								
Walk Time (s)				4.0								
Flash Dont Walk (s)				32.0								
Pedestrian Calls (#/hr)				0								
Act Effct Green (s)		19.8		51.0	55.0					58.0	58.0	57.0
Actuated g/C Ratio		0.16		0.42	0.46					0.48	0.48	0.48
v/c Ratio		1.39dr		0.64	0.28					0.78	0.95	0.81
Control Delay		98.3		28.9	23.8					34.2	39.5	30.7
Queue Delay		1.3		53.3	14.3					0.0	0.0	0.0
Total Delay		99.6		82.2	38.1					34.2	39.5	30.7
LOS		F		F	D					C	D	C
Approach Delay		99.6			59.7						37.0	
Approach LOS		F			E						D	
Queue Length 50th (ft)		~286		247	173					406	569	327
Queue Length 95th (ft)		#363		m275	m207					566	#712	478
Internal Link Dist (ft)		74			132			113			98	
Turn Bay Length (ft)												
Base Capacity (vph)		1006		985	2330					735	2320	767
Starvation Cap Reductn		0		452	1653					0	0	0
Spillback Cap Reductn		217		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.41		1.19	0.98					0.78	0.95	0.81

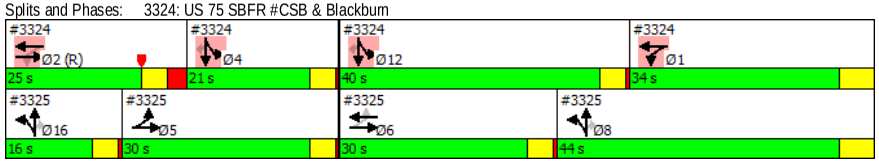
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 54.0		Intersection LOS: D	
Intersection Capacity Utilization 106.2%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Minimum Split (s)	20.0	8.0	20.0	42.0	12.0	12.0
Total Split (s)	21.0	30.0	30.0	44.0	40.0	16.0
Total Split (%)	18%	25%	25%	37%	33%	13%
Maximum Green (s)	17.0	26.0	26.0	39.0	36.0	12.0
Yellow Time (s)	3.5	3.5	3.5	5.0	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	Max	Min	None	None
Walk Time (s)	5.0		5.0	4.0		
Flash Dont Walk (s)	11.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

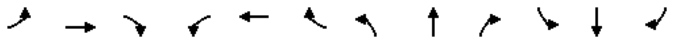
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3324: US 75 SBFR #CSB & Blackburn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	459	817	0	0	834	384	261	1608	342	0	0	0
Future Volume (vph)	459	817	0	0	834	384	261	1608	342	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		136	0		0	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	0.81	0.86	0.81	0.86	1.00	1.00	1.00
Ped Bike Factor					0.98			1.00	0.98			
Frt					0.952			0.996	0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	5085	0	0	7014	0	1522	4502	1362	0	0	0
Flt Permitted	0.148						0.950	0.999				
Satd. Flow (perm)	535	5085	0	0	7014	0	1522	4502	1335	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					24			4	102			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		212			343			172			193	
Travel Time (s)		4.8			7.8			3.4			3.8	
Confl. Peds. (#/hr)	28		8	8		28			8			
Peak Hour Factor	0.85	0.85	1.00	1.00	0.93	0.92	0.86	0.90	0.72	1.00	1.00	1.00
Adj. Flow (vph)	540	961	0	0	897	417	303	1787	475	0	0	0
Shared Lane Traffic (%)							10%		10%			
Lane Group Flow (vph)	540	961	0	0	1314	0	273	1865	427	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		54			36			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50		50	50	50			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	50	50			50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	D.P+P	NA			NA		Split	NA	Perm			
Protected Phases	5	6 5			6		8 16	8 16				
Permitted Phases	6								8 16			
Detector Phase	5	6 5			6		8 16	8 16	8 16			
Switch Phase												
Minimum Initial (s)	4.0				4.0							

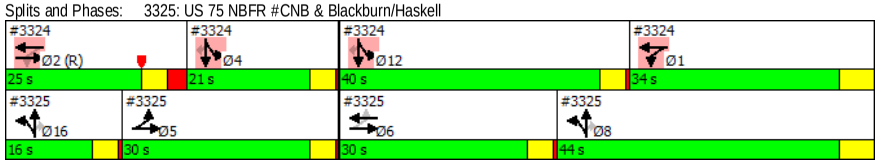
Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	6.0	8.0	4.0	6.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0				20.0							
Total Split (s)	30.0				30.0							
Total Split (%)	25.0%				25.0%							
Maximum Green (s)	26.0				26.0							
Yellow Time (s)	3.5				3.5							
All-Red Time (s)	0.5				0.5							
Lost Time Adjust (s)	-1.0				-2.0							
Total Lost Time (s)	3.0				2.0							
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0				3.0							
Recall Mode	None				Max							
Walk Time (s)					5.0							
Flash Dont Walk (s)					11.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	54.0	57.0			28.0		56.0	56.0	56.0			
Actuated g/C Ratio	0.45	0.48			0.23		0.47	0.47	0.47			
v/c Ratio	0.61	0.40			1.08dr		0.38	0.89	0.63			
Control Delay	16.6	11.6			46.7		33.5	47.6	34.1			
Queue Delay	51.3	50.9			10.2		0.3	5.4	0.0			
Total Delay	67.9	62.5			56.9		33.8	53.0	34.1			
LOS	E	E			E		C	D	C			
Approach Delay		64.4			56.9			47.8				
Approach LOS		E			E			D				
Queue Length 50th (ft)	121	164			233		197	581	274			
Queue Length 95th (ft)	m147	m189			271		m250	653	284			
Internal Link Dist (ft)		132			263			92			113	
Turn Bay Length (ft)												
Base Capacity (vph)	892	2415			1655		710	2103	677			
Starvation Cap Reductn	398	1547			0		0	0	0			
Spillback Cap Reductn	0	0			328		120	197	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	1.09	1.11			0.99		0.46	0.98	0.63			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 54.7		Intersection LOS: D	
Intersection Capacity Utilization 106.2%		ICU Level of Service G	
Analysis Period (min) 15			
m	Volume for 95th percentile queue is metered by upstream signal.		
dr	Defacto Right Lane. Recode with 1 though lane as a right lane.		

Splits and Phases: 3325: US 75 NBFR #CNB & Blackburn/Haskell



Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Split (s)	41.0	23.2	20.0	42.0	12.0	12.0
Total Split (s)	34.0	25.0	21.0	44.0	40.0	16.0
Total Split (%)	28%	21%	18%	37%	33%	13%
Maximum Green (s)	29.0	18.8	17.0	39.0	36.0	12.0
Yellow Time (s)	5.0	3.6	3.5	5.0	3.5	3.5
All-Red Time (s)	0.0	2.6	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0	3.0
Recall Mode	Min	C-Max	None	Min	None	None
Walk Time (s)	4.0		5.0	4.0		
Flash Dont Walk (s)	32.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1130	107	0	153
Future Vol, veh/h	0	0	1130	107	0	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1228	116	0	166

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	672
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	342
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	342
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	25.1
HCM LOS		D

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	342
HCM Lane V/C Ratio	-	-	0.486
HCM Control Delay (s)	-	-	25.1
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	2.5

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	92	1130	91	0
Future Vol, veh/h	0	0	92	1130	91	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	100	1228	99	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	691	-
Stage 1	-	-	0	-
Stage 2	-	-	691	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	442	0
Stage 1	-	-	-	0
Stage 2	-	-	417	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	442	-
Mov Cap-2 Maneuver	-	-	442	-
Stage 1	-	-	-	-
Stage 2	-	-	417	-

Approach	WB	NB
HCM Control Delay, s		15.5
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	442	-	-
HCM Lane V/C Ratio	0.224	-	-
HCM Control Delay (s)	15.5	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.8	-	-

Intersection	
Int Delay, s/veh	11.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1142	23	0	1054	0	341
Future Vol, veh/h	1142	23	0	1054	0	341
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1241	25	0	1146	0	371

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	634
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	~ 362
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 362
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	88.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	362	-	-	-
HCM Lane V/C Ratio	1.024	-	-	-
HCM Control Delay (s)	88.2	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	12.3	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	87	60	61	54	132	44	133	176	59	53	69
Future Vol, veh/h	21	87	60	61	54	132	44	133	176	59	53	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	95	65	66	59	143	48	145	191	64	58	75
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	12.7	15.1	11.4
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	12%	25%	33%
Vol Thru, %	38%	52%	22%	29%
Vol Right, %	50%	36%	53%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	353	168	247	181
LT Vol	44	21	61	59
Through Vol	133	87	54	53
RT Vol	176	60	132	69
Lane Flow Rate	384	183	268	197
Geometry Grp	1	1	1	1
Degree of Util (X)	0.564	0.296	0.417	0.312
Departure Headway (Hd)	5.292	5.83	5.588	5.708
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	675	612	639	624
Service Time	3.362	3.914	3.663	3.792
HCM Lane V/C Ratio	0.569	0.299	0.419	0.316
HCM Control Delay	15.1	11.4	12.7	11.4
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.5	1.2	2.1	1.3

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	2471	15	0	0	0	0	31	137	35	71	0
Future Vol, veh/h	64	2471	15	0	0	0	0	31	137	35	71	0
Conflicting Peds, #/hr	8	0	6	6	0	8	15	0	6	6	0	15
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	2686	16	0	0	0	0	34	149	38	77	0

Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	8	0	0				-	2847	1363	1244	2855	-
Stage 1	-	-	-				-	2839	-	8	8	-
Stage 2	-	-	-				-	8	-	1236	2847	-
Critical Hdwy	5.34	-	-				-	6.54	7.14	6.44	6.54	-
Critical Hdwy Stg 1	-	-	-				-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-				-	4.02	3.92	3.82	4.02	-
Pot Cap-1 Maneuver	1144	-	-				0	*328	*337	*346	319	0
Stage 1	-	-	-				0	*329	-	-	-	0
Stage 2	-	-	-				0	-	-	*346	328	0
Platoon blocked, %		-	-					1	1	1	1	
Mov Cap-1 Maneuver	1144	-	-				-	*304	*335	*167	296	-
Mov Cap-2 Maneuver	-	-	-				-	*304	-	*167	296	-
Stage 1	-	-	-				-	*307	-	-	-	-
Stage 2	-	-	-				-	-	-	*161	307	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	28.8	34
HCM LOS		D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	329	1144	-	-	236
HCM Lane V/C Ratio	0.555	0.061	-	-	0.488
HCM Control Delay (s)	28.8	8.4	-	-	34
HCM Lane LOS	D	A	-	-	D
HCM 95th %tile Q(veh)	3.2	0.2	-	-	2.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	7.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	279	73	13	47	129
Future Vol, veh/h	70	279	73	13	47	129
Conflicting Peds, #/hr	0	0	0	26	26	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	303	79	14	51	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	354	112	0	0	119	0
Stage 1	112	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	644	941	-	-	1469	-
Stage 1	913	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	606	921	-	-	1469	-
Mov Cap-2 Maneuver	606	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	834	1469	-
HCM Lane V/C Ratio	-	-	0.455	0.035	-
HCM Control Delay (s)	-	-	12.9	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2.4	0.1	-

Intersection	
Int Delay, s/veh	9.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	279	70	33	70	83	40
Future Vol, veh/h	279	70	33	70	83	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	303	76	36	76	90	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	260	112	134	0	-	0
Stage 1	112	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	729	941	1451	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	710	941	1451	-	-	-
Mov Cap-2 Maneuver	710	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1451	-	747	-	-
HCM Lane V/C Ratio	0.025	-	0.508	-	-
HCM Control Delay (s)	7.5	0	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.9	-	-

Intersection	
Int Delay, s/veh	42.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	495	0	0	657	182
Future Vol, veh/h	0	495	0	0	657	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	538	0	0	714	198

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	456		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.14		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.92		-	-
Pot Cap-1 Maneuver	0	~ 472		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	~ 472		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	114.1	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	472	-	-
HCM Lane V/C Ratio	1.14	-	-
HCM Control Delay (s)	114.1	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	18.9	-	-

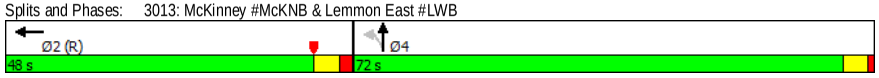
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1547	166	170	1259	0	0	0	0
Future Volume (vph)	0	0	0	0	1547	166	170	1259	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99							
Frt					0.980							
Flt Protected								0.994				
Satd. Flow (prot)	0	0	0	0	6220	0	0	5055	0	0	0	0
Flt Permitted								0.994				
Satd. Flow (perm)	0	0	0	0	6220	0	0	5055	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					35			23				
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		510			747			457			444	
Travel Time (s)		9.9			17.0			10.4			10.1	
Confl. Peds. (#/hr)	24		15	15		24			44	44		
Peak Hour Factor	1.00	1.00	1.00	1.00	0.91	0.64	0.89	0.93	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1700	259	191	1354	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1959	0	0	1545	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1				
Detector Template												
Leading Detector (ft)					50		50	50				
Trailing Detector (ft)					0		0	0				
Detector 1 Position(ft)					0		0	0				
Detector 1 Size(ft)					50		50	50				
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0				
Detector 1 Queue (s)					0.0		0.0	0.0				
Detector 1 Delay (s)					0.0		0.0	0.0				
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Detector Phase					2		4	4				
Switch Phase												
Minimum Initial (s)					14.0		12.0	12.0				
Minimum Split (s)					19.5		16.5	16.5				
Total Split (s)					48.0		72.0	72.0				
Total Split (%)					40.0%		60.0%	60.0%				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					42.5		67.5	67.5				
Yellow Time (s)					3.5		3.5	3.5				
All-Red Time (s)					2.0		1.0	1.0				
Lost Time Adjust (s)					-1.5			-0.5				
Total Lost Time (s)					4.0			4.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2		0.2	0.2				
Recall Mode					C-Max		None	None				
Walk Time (s)					7.0		4.0	4.0				
Flash Dont Walk (s)					7.0		7.0	7.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					67.2			44.8				
Actuated g/C Ratio					0.56			0.37				
v/c Ratio					0.56			0.81				
Control Delay					11.9			18.8				
Queue Delay					0.0			0.1				
Total Delay					11.9			19.0				
LOS					B			B				
Approach Delay					11.9			19.0				
Approach LOS					B			B				
Queue Length 50th (ft)					166			343				
Queue Length 95th (ft)					223			327				
Internal Link Dist (ft)		430			667			377			364	
Turn Bay Length (ft)												
Base Capacity (vph)					3500			2874				
Starvation Cap Reductn					0			396				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.56			0.62				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 26 (22%), Referenced to phase 2:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3013: McKinney #McKNB & Lemmon East #LWB



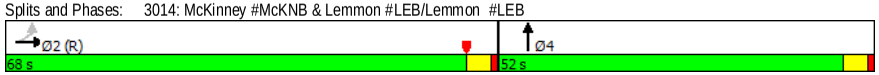
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	471	2273	0	0	0	0	0	954	207	0	0	0
Future Volume (vph)	471	2273	0	0	0	0	0	954	207	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.99							0.97				
Frt								0.972				
Flt Protected	0.950											
Satd. Flow (prot)	1770	5085	0	0	0	0	0	4815	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1756	5085	0	0	0	0	0	4815	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	28							2				
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		651			623			693			457	
Travel Time (s)		14.8			12.1			15.8			10.4	
Confl. Peds. (#/hr)	3		24	24		3	31		40	40		31
Peak Hour Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.94	0.90	1.00	1.00	1.00
Adj. Flow (vph)	496	2393	0	0	0	0	0	1015	230	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	496	2393	0	0	0	0	0	1245	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1				
Detector Template												
Leading Detector (ft)	50	50						50				
Trailing Detector (ft)	0	0						0				
Detector 1 Position(ft)	0	0						0				
Detector 1 Size(ft)	50	50						50				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Turn Type	Perm	NA						NA				
Protected Phases		2						4				
Permitted Phases	2											
Detector Phase	2	2						4				
Switch Phase												
Minimum Initial (s)	14.0	14.0						14.0				
Minimum Split (s)	18.5	18.5						18.5				
Total Split (s)	68.0	68.0						52.0				
Total Split (%)	56.7%	56.7%						43.3%				

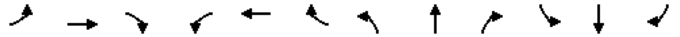
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	63.5	63.5						47.5				
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.0	1.0						1.0				
Lost Time Adjust (s)	-0.5	-0.5						-0.5				
Total Lost Time (s)	4.0	4.0						4.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2				
Recall Mode	C-Max	C-Max						None				
Walk Time (s)	7.0	7.0						4.0				
Flash Dont Walk (s)	7.0	7.0						7.0				
Pedestrian Calls (#/hr)	0	0						0				
Act Effct Green (s)	76.3	76.3						35.7				
Actuated g/C Ratio	0.64	0.64						0.30				
v/c Ratio	0.44	0.74						0.87				
Control Delay	7.7	9.3						37.7				
Queue Delay	0.2	0.0						0.3				
Total Delay	7.9	9.3						38.0				
LOS	A	A						D				
Approach Delay		9.0						38.0				
Approach LOS		A						D				
Queue Length 50th (ft)	87	185						361				
Queue Length 95th (ft)	121	208						m319				
Internal Link Dist (ft)		571			543			613			377	
Turn Bay Length (ft)												
Base Capacity (vph)	1126	3234						1927				
Starvation Cap Reductn	156	0						0				
Spillback Cap Reductn	1	0						200				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.51	0.74						0.72				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 16 (13%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 17.8		Intersection LOS: B	
Intersection Capacity Utilization 116.4%		ICU Level of Service H	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

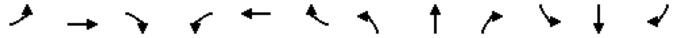
Splits and Phases: 3014: McKinney #McKNB & Lemmon #LEB/Lemmon #LEB





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1882	764	154	1162	0	0	0	0	205	637	472
Future Volume (vph)	0	1882	764	154	1162	0	0	0	0	205	637	472
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor			0.98									0.95
Frt			0.850									0.850
Flt Protected				0.950	0.999					0.950	0.998	
Satd. Flow (prot)	0	6408	1583	1433	6029	0	0	0	0	1522	4796	1583
Flt Permitted				0.299	0.932					0.950	0.998	
Satd. Flow (perm)	0	6408	1551	451	5625	0	0	0	0	1522	4796	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			502									200
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		402			270			252			209	
Travel Time (s)		9.1			5.3			4.9			4.1	
Confl. Peds. (#/hr)	10		3	3		10	18					18
Peak Hour Factor	1.00	0.92	0.95	0.96	0.90	1.00	1.00	1.00	1.00	0.86	0.83	0.81
Adj. Flow (vph)	0	2046	804	160	1291	0	0	0	0	238	767	583
Shared Lane Traffic (%)				10%						10%		
Lane Group Flow (vph)	0	2046	804	144	1307	0	0	0	0	214	791	583
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			20			12			12	
Link Offset(ft)		0			0			24			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		50	50	50	50					50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	custom	pm+pt	NA					Split	NA	custom
Protected Phases		2 12		1	1 2					4 14	4 14	12
Permitted Phases			2	1 2								4 14
Detector Phase		2 12	2	1	1 2					4 14	4 14	12
Switch Phase												
Minimum Initial (s)			15.0	1.0								4.0

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	14	18
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	5.0	8.0	8.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)			23.6	8.0								20.0
Total Split (s)			21.0	39.0								33.0
Total Split (%)			17.5%	32.5%								27.5%
Maximum Green (s)			12.4	34.0								29.0
Yellow Time (s)			3.7	5.0								3.5
All-Red Time (s)			4.9	0.0								0.5
Lost Time Adjust (s)			-1.0	-1.0								0.0
Total Lost Time (s)			7.6	4.0								4.0
Lead/Lag			Lead	Lag								Lag
Lead-Lag Optimize?			Yes	Yes								Yes
Vehicle Extension (s)			2.5	1.0								3.0
Recall Mode			C-Max	Min								Min
Walk Time (s)			4.0									5.0
Flash Dont Walk (s)			9.0									11.0
Pedestrian Calls (#/hr)			0									0
Act Effct Green (s)		46.4	13.4	52.0	52.0					20.9	20.9	52.0
Actuated g/C Ratio		0.39	0.11	0.43	0.43					0.17	0.17	0.43
v/c Ratio		0.83	1.30	0.30	0.51					0.81	0.95	0.74
Control Delay		32.8	166.8	3.8	5.4					71.0	70.2	23.6
Queue Delay		0.6	0.0	0.9	0.3					0.0	0.0	0.0
Total Delay		33.4	166.8	4.7	5.6					71.0	70.2	23.6
LOS		C	F	A	A					E	E	C
Approach Delay		71.0			5.6						53.2	
Approach LOS		E			A						D	
Queue Length 50th (ft)		335	~458	28	185					189	239	252
Queue Length 95th (ft)		385	#871	m27	143					m#244	m#262	m295
Internal Link Dist (ft)		322			190			172			129	
Turn Bay Length (ft)												
Base Capacity (vph)		2477	619	481	2555					265	835	783
Starvation Cap Reductn		0	0	165	563					0	0	0
Spillback Cap Reductn		139	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.88	1.30	0.46	0.66					0.81	0.95	0.74

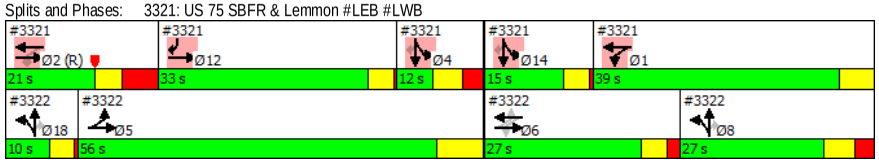
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 50.1		Intersection LOS: D	
Intersection Capacity Utilization 98.8%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Minimum Split (s)	41.1	13.6	20.3	39.1	20.0	20.0
Total Split (s)	12.0	56.0	27.0	27.0	15.0	10.0
Total Split (%)	10%	47%	23%	23%	13%	8%
Maximum Green (s)	4.9	49.4	21.7	19.9	11.0	6.0
Yellow Time (s)	4.1	6.6	3.6	4.2	3.5	3.5
All-Red Time (s)	3.0	0.0	1.7	2.9	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lag			Lead	Lead
Lead-Lag Optimize?		Yes			Yes	Yes
Vehicle Extension (s)	1.5	1.0	3.5	1.1	3.0	3.0
Recall Mode	Min	Min	Max	Min	None	None
Walk Time (s)	4.0		4.0	4.0	5.0	5.0
Flash Dont Walk (s)	30.0		11.0	28.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

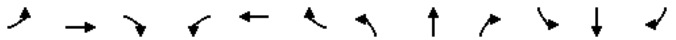
Splits and Phases: 3321: US 75 SBFR & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	612	1494	0	4	763	137	597	695	330	0	0	0
Future Volume (vph)	612	1494	0	4	763	137	597	695	330	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		230	0		0	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	0.81	0.81	1.00	0.81	0.81	0.81	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00				0.97			
Frt					0.972				0.850			
Flt Protected	0.950	0.991					0.950	0.986				
Satd. Flow (prot)	1433	5981	0	0	7313	0	1522	4739	1583	0	0	0
Flt Permitted	0.176	0.754			0.909		0.950	0.986				
Satd. Flow (perm)	265	4550	0	0	6648	0	1522	4739	1540	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					42				236			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		270			556			200			239	
Travel Time (s)		5.3			10.8			3.9			4.7	
Confl. Peds. (#/hr)	1		7	7		1			14	14		
Peak Hour Factor	0.83	0.94	1.00	1.00	0.87	0.69	0.95	0.91	0.95	1.00	1.00	1.00
Adj. Flow (vph)	737	1589	0	4	877	199	628	764	347	0	0	0
Shared Lane Traffic (%)	50%						46%					
Lane Group Flow (vph)	368	1958	0	0	1080	0	339	1053	347	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50	50			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	50	50		50	50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm			
Protected Phases	5	5 6			6		8 18	8 18				
Permitted Phases	5 6			6	6				8 18			
Detector Phase	5	5 6		6	6		8 18	8 18	8 18			
Switch Phase												
Minimum Initial (s)	5.0			8.0	8.0							

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Turn Type							
Protected Phases	1	2	4	8	12	14	18
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	1.0	15.0	8.0	8.0	4.0	4.0	4.0

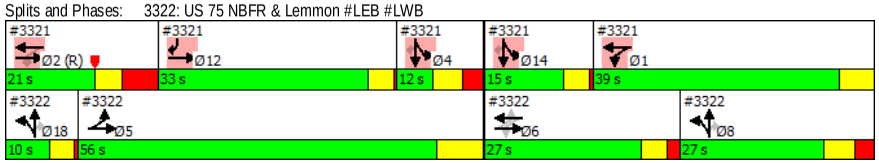
CityPlace PD 375 TIA
Lanes, Volumes, Timings
2021 - Background + Site - PM
3322: US 75 NBFR & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.6			20.3	20.3							
Total Split (s)	56.0			27.0	27.0							
Total Split (%)	46.7%			22.5%	22.5%							
Maximum Green (s)	49.4			21.7	21.7							
Yellow Time (s)	6.6			3.6	3.6							
All-Red Time (s)	0.0			1.7	1.7							
Lost Time Adjust (s)	-1.0				-1.0							
Total Lost Time (s)	5.6				4.3							
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	1.0			3.5	3.5							
Recall Mode	Min			Max	Max							
Walk Time (s)				4.0	4.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	71.8	71.8			22.7		30.9	30.9	30.9			
Actuated g/C Ratio	0.60	0.60			0.19		0.26	0.26	0.26			
v/c Ratio	0.57	0.59			0.84		0.87	0.86	0.61			
Control Delay	4.0	3.2			54.7		38.7	29.2	8.7			
Queue Delay	1.4	0.2			0.3		0.0	0.0	0.0			
Total Delay	5.4	3.4			55.0		38.7	29.2	8.7			
LOS	A	A			D		D	C	A			
Approach Delay		3.7			55.0			27.0				
Approach LOS		A			D			C				
Queue Length 50th (ft)	13	2			207		282	291	93			
Queue Length 95th (ft)	m13	m3			232		m316	m313	m99			
Internal Link Dist (ft)		190			476			120			159	
Turn Bay Length (ft)												
Base Capacity (vph)	649	3323			1291		391	1220	571			
Starvation Cap Reductn	131	531			0		0	0	0			
Spillback Cap Reductn	0	0			22		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.71	0.70			0.85		0.87	0.86	0.61			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 22.3		Intersection LOS: C	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3322: US 75 NBFR & Lemmon #LEB #LWB

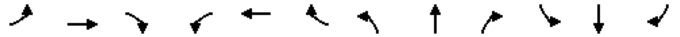


Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Minimum Split (s)	8.0	23.6	41.1	39.1	20.0	20.0	20.0
Total Split (s)	39.0	21.0	12.0	27.0	33.0	15.0	10.0
Total Split (%)	33%	18%	10%	23%	28%	13%	8%
Maximum Green (s)	34.0	12.4	4.9	19.9	29.0	11.0	6.0
Yellow Time (s)	5.0	3.7	4.1	4.2	3.5	3.5	3.5
All-Red Time (s)	0.0	4.9	3.0	2.9	0.5	0.5	0.5
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag	Lead			Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.5	1.5	1.1	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	Min	Min	None	None
Walk Time (s)		4.0	4.0	4.0	5.0	5.0	5.0
Flash Dont Walk (s)		9.0	30.0	28.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	933	454	830	712	0	0	0	0	404	1496	342
Future Volume (vph)	0	933	454	830	712	0	0	0	0	404	1496	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	119		119	0		0	0		0	0		0
Storage Lanes	1		0	2		0	0		0	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.98		1.00								0.98
Frt		0.952										0.850
Flt Protected				0.950						0.950	0.999	
Satd. Flow (prot)	0	5997	0	3433	5085	0	0	0	0	1522	4801	1583
Flt Permitted				0.139						0.950	0.999	
Satd. Flow (perm)	0	5997	0	501	5085	0	0	0	0	1522	4801	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8										145
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		151			212			193			178	
Travel Time (s)		3.4			4.8			3.8			3.5	
Confl. Peds. (#/hr)	20		33	33		20						5
Peak Hour Factor	1.00	0.88	0.90	0.82	0.86	1.00	1.00	1.00	1.00	0.90	0.87	0.83
Adj. Flow (vph)	0	1060	504	1012	828	0	0	0	0	449	1720	412
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1564	0	1012	828	0	0	0	0	404	1765	412
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		60			54			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		50		50	50					50	50	50
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		50		50	50					50	50	50
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		pm+pt	NA					Split	NA	Perm
Protected Phases		2		1	1 2					4 12	4 12	
Permitted Phases				1 2								4 12
Detector Phase		2		1	1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		8.0		6.0								

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	6.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		23.2		41.0								
Total Split (s)		34.0		38.0								
Total Split (%)		28.3%		31.7%								
Maximum Green (s)		27.8		33.0								
Yellow Time (s)		3.6		5.0								
All-Red Time (s)		2.6		0.0								
Lost Time Adjust (s)		-1.0		-1.0								
Total Lost Time (s)		5.2		4.0								
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0								
Recall Mode		C-Max		Min								
Walk Time (s)				4.0								
Flash Dont Walk (s)				32.0								
Pedestrian Calls (#/hr)				0								
Act Effct Green (s)		28.8		64.0	68.0					45.0	45.0	44.0
Actuated g/C Ratio		0.24		0.53	0.57					0.38	0.38	0.37
v/c Ratio		1.31dr		0.92	0.29					0.71	0.98	0.63
Control Delay		83.1		34.9	19.0					37.8	52.0	22.6
Queue Delay		8.2		48.4	51.8					0.0	0.0	0.0
Total Delay		91.3		83.3	70.8					37.8	52.0	22.6
LOS		F		F	E					D	D	C
Approach Delay		91.3			77.7						45.1	
Approach LOS		F			E						D	
Queue Length 50th (ft)		~400		393	205					308	510	149
Queue Length 95th (ft)		#454		m400	m212					m447	#596	m227
Internal Link Dist (ft)		71			132			113			98	
Turn Bay Length (ft)												
Base Capacity (vph)		1445		1097	2881					570	1800	659
Starvation Cap Reductn		0		507	2133					0	0	0
Spillback Cap Reductn		289		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.35		1.72	1.11					0.71	0.98	0.63

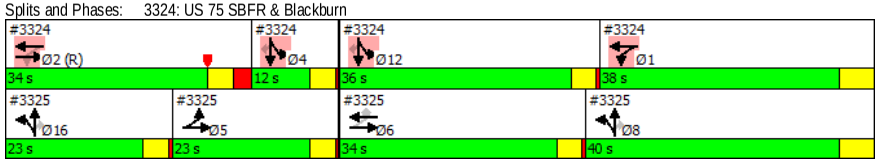
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 67.2		Intersection LOS: E	
Intersection Capacity Utilization 117.6%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Minimum Split (s)	20.0	8.0	20.0	42.0	12.0	12.0
Total Split (s)	12.0	23.0	34.0	40.0	36.0	23.0
Total Split (%)	10%	19%	28%	33%	30%	19%
Maximum Green (s)	8.0	19.0	30.0	35.0	32.0	19.0
Yellow Time (s)	3.5	3.5	3.5	5.0	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	Max	Min	None	None
Walk Time (s)	5.0		5.0	4.0		
Flash Dont Walk (s)	11.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

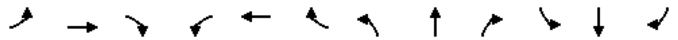
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3324: US 75 SBFR & Blackburn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	619	757	0	0	1190	392	288	1935	454	0	0	0
Future Volume (vph)	619	757	0	0	1190	392	288	1935	454	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		136	0		0	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.86	0.81	0.86	1.00	1.00	1.00
Ped Bike Factor						0.94		1.00	0.99			
Frt						0.850		0.997	0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	5085	0	0	5085	1583	1522	4507	1362	0	0	0
Flt Permitted	0.129						0.950	0.999				
Satd. Flow (perm)	466	5085	0	0	5085	1488	1522	4507	1344	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						147		3	102			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		212			343			172			193	
Travel Time (s)		4.8			7.8			3.4			3.8	
Confl. Peds. (#/hr)	22		30	30		22			1			
Peak Hour Factor	0.97	0.95	1.00	1.00	0.89	0.93	0.77	0.91	0.91	1.00	1.00	1.00
Adj. Flow (vph)	638	797	0	0	1337	422	374	2126	499	0	0	0
Shared Lane Traffic (%)							10%		10%			
Lane Group Flow (vph)	638	797	0	0	1337	422	337	2213	449	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		54			36			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	50	50			50	50	50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	D.P+P	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6 5			6		8 16	8 16				
Permitted Phases	6					6			8 16			
Detector Phase	5	6 5			6	6	8 16	8 16	8 16			
Switch Phase												
Minimum Initial (s)	4.0				4.0	4.0						

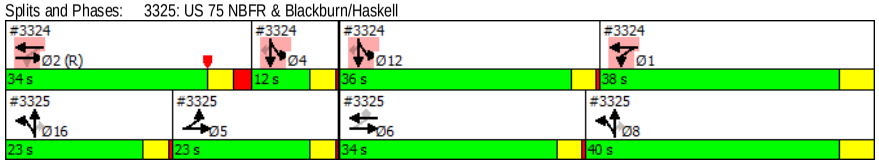
Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	6.0	8.0	4.0	6.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0				20.0	20.0						
Total Split (s)	23.0				34.0	34.0						
Total Split (%)	19.2%				28.3%	28.3%						
Maximum Green (s)	19.0				30.0	30.0						
Yellow Time (s)	3.5				3.5	3.5						
All-Red Time (s)	0.5				0.5	0.5						
Lost Time Adjust (s)	-1.0				-2.0	-2.0						
Total Lost Time (s)	3.0				2.0	2.0						
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0				3.0	3.0						
Recall Mode	None				Max	Max						
Walk Time (s)					5.0	5.0						
Flash Dont Walk (s)					11.0	11.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)	51.0	54.0			32.0	32.0	59.0	59.0	59.0			
Actuated g/C Ratio	0.42	0.45			0.27	0.27	0.49	0.49	0.49			
v/c Ratio	0.92	0.35			0.99	0.84	0.45	1.00	0.63			
Control Delay	24.3	9.8			68.7	45.7	19.3	45.4	18.3			
Queue Delay	48.2	52.0			39.8	0.0	0.2	14.5	0.0			
Total Delay	72.5	61.8			108.5	45.7	19.5	60.0	18.3			
LOS	E	E			F	D	B	E	B			
Approach Delay		66.6			93.4			49.2				
Approach LOS		E			F			D				
Queue Length 50th (ft)	211	145			389	229	151	641	169			
Queue Length 95th (ft)	m215	m147			#477	#385	195	#837	m316			
Internal Link Dist (ft)		132			263			92			113	
Turn Bay Length (ft)						136						
Base Capacity (vph)	692	2288			1356	504	748	2217	712			
Starvation Cap Reductn	246	1568			0	0	0	0	0			
Spillback Cap Reductn	0	0			350	0	59	97	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	1.43	1.11			1.33	0.84	0.49	1.04	0.63			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 65.8		Intersection LOS: E	
Intersection Capacity Utilization 117.6%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3325: US 75 NBFR & Blackburn/Haskell



Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Split (s)	41.0	23.2	20.0	42.0	12.0	12.0
Total Split (s)	38.0	34.0	12.0	40.0	36.0	23.0
Total Split (%)	32%	28%	10%	33%	30%	19%
Maximum Green (s)	33.0	27.8	8.0	35.0	32.0	19.0
Yellow Time (s)	5.0	3.6	3.5	5.0	3.5	3.5
All-Red Time (s)	0.0	2.6	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0	3.0
Recall Mode	Min	C-Max	None	Min	None	None
Walk Time (s)	4.0		5.0	4.0		
Flash Dont Walk (s)	32.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Synchro™ Output - 2026 Background Traffic: McKinney Two Way

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1343	41	0	38
Future Vol, veh/h	0	0	1343	41	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1460	45	0	41

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	752
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	303
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	303
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	18.7
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	303
HCM Lane V/C Ratio	-	-	0.136
HCM Control Delay (s)	-	-	18.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.5

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	245	1343	39	0
Future Vol, veh/h	0	0	245	1343	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	266	1460	42	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	1117	-
Stage 1	-	-	0	-
Stage 2	-	-	1117	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	271	0
Stage 1	-	-	-	0
Stage 2	-	-	247	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	271	-
Mov Cap-2 Maneuver	-	-	271	-
Stage 1	-	-	-	-
Stage 2	-	-	247	-

Approach	WB	NB
HCM Control Delay, s		20.7
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	271	-	-
HCM Lane V/C Ratio	0.156	-	-
HCM Control Delay (s)	20.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	960	68	0	1233	0	39
Future Vol, veh/h	960	68	0	1233	0	39
Conflicting Peds, #/hr	0	2	0	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1043	74	0	1340	0	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	563
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	402
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	401
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	401	-	-	-
HCM Lane V/C Ratio	0.106	-	-	-
HCM Control Delay (s)	15	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	81	44	12	24	93	234	41	40	15	4	0	5
Future Vol, veh/h	81	44	12	24	93	234	41	40	15	4	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	48	13	26	101	254	45	43	16	4	0	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	10	9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	59%	7%	44%
Vol Thru, %	42%	32%	26%	0%
Vol Right, %	16%	9%	67%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	137	351	9
LT Vol	41	81	24	4
Through Vol	40	44	93	0
RT Vol	15	12	234	5
Lane Flow Rate	104	149	382	10
Geometry Grp	1	1	1	1
Degree of Util (X)	0.147	0.193	0.425	0.013
Departure Headway (Hd)	5.055	4.667	4.012	4.964
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	709	768	897	718
Service Time	3.096	2.697	2.033	3.015
HCM Lane V/C Ratio	0.147	0.194	0.426	0.014
HCM Control Delay	9	8.8	10	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.7	2.1	0

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1310	36	0	0	0	0	21	55	69	223	0
Future Vol, veh/h	18	1310	36	0	0	0	0	21	55	69	223	0
Conflicting Peds, #/hr	1	0	1	1	0	1	14	0	4	4	0	14
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	1424	39	0	0	0	0	23	60	75	242	0

Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	1	0	0				-	1485	737	625	1504	-
Stage 1	-	-	-				-	1484	-	1	1	-
Stage 2	-	-	-				-	1	-	624	1503	-
Critical Hdwy	5.34	-	-				-	6.54	7.14	6.44	6.54	-
Critical Hdwy Stg 1	-	-	-				-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-				-	4.02	3.92	3.82	4.02	-
Pot Cap-1 Maneuver	1153	-	-				0	*592	*608	*624	*592	0
Stage 1	-	-	-				0	*593	-	-	-	0
Stage 2	-	-	-				0	-	-	*624	*593	0
Platoon blocked, %		-	-					1	1	1	1	
Mov Cap-1 Maneuver	1153	-	-				-	*581	*607	*538	*581	-
Mov Cap-2 Maneuver	-	-	-				-	*581	-	*538	*581	-
Stage 1	-	-	-				-	*582	-	-	-	-
Stage 2	-	-	-				-	-	-	*531	*582	-

Approach	EB	NB	SB
HCM Control Delay, s	0.1	12	19
HCM LOS		B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	600	1153	-	-	570
HCM Lane V/C Ratio	0.138	0.017	-	-	0.557
HCM Control Delay (s)	12	8.2	-	-	19
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	3.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	96	0	0	36
Future Vol, veh/h	0	0	96	0	0	36
Conflicting Peds, #/hr	0	0	0	32	32	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	104	0	0	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	175	136	0	0	136	0
Stage 1	136	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	815	913	-	-	1448	-
Stage 1	890	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	793	889	-	-	1448	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	983	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- -	1448	-
HCM Lane V/C Ratio	-	- -	-	-
HCM Control Delay (s)	-	- 0	0	-
HCM Lane LOS	-	- A	A	-
HCM 95th %tile Q(veh)	-	- -	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	41	38	0
Future Vol, veh/h	0	0	0	41	38	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	45	41	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	86	41	41	0	-	0
Stage 1	41	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	915	1030	1568	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	915	1030	1568	-	-	-
Mov Cap-2 Maneuver	915	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	977	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1568	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	64	0	0	493	350
Future Vol, veh/h	0	64	0	0	493	350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	0	0	536	380

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	458		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.14		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.92		-	-
Pot Cap-1 Maneuver	0	470		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	470		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	14	0
HCM LOS	B	

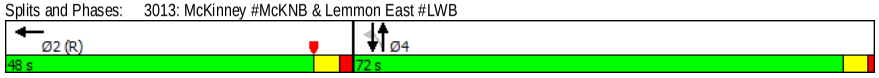
Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	470	-	-
HCM Lane V/C Ratio	0.148	-	-
HCM Control Delay (s)	14	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1740	37	77	410	0	0	442	83
Future Volume (vph)	0	0	0	0	1740	37	77	410	0	0	442	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt					0.995						0.979	
Flt Protected								0.992				
Satd. Flow (prot)	0	0	0	0	6371	0	0	3511	0	0	1824	0
Flt Permitted								0.571				
Satd. Flow (perm)	0	0	0	0	6371	0	0	2021	0	0	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6						1	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		510			756			457			444	
Travel Time (s)		9.9			14.7			10.4			10.1	
Confl. Peds. (#/hr)	4		6	6		4			29	29		
Peak Hour Factor	1.00	1.00	1.00	1.00	0.98	0.63	0.89	0.94	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1776	59	87	436	0	0	442	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1835	0	0	523	0	0	525	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1			1	
Detector Template												
Leading Detector (ft)					50		50	50			50	
Trailing Detector (ft)					0		0	0			0	
Detector 1 Position(ft)					0		0	0			0	
Detector 1 Size(ft)					50		50	50			50	
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0			0.0	
Detector 1 Queue (s)					0.0		0.0	0.0			0.0	
Detector 1 Delay (s)					0.0		0.0	0.0			0.0	
Turn Type					NA		Perm	NA			NA	
Protected Phases					2			4			4	
Permitted Phases							4					
Detector Phase					2		4	4			4	
Switch Phase												
Minimum Initial (s)					14.0		12.0	12.0			12.0	
Minimum Split (s)					19.5		16.5	16.5			16.5	
Total Split (s)					48.0		72.0	72.0			72.0	
Total Split (%)					40.0%		60.0%	60.0%			60.0%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					42.5		67.5	67.5			67.5	
Yellow Time (s)					3.5		3.5	3.5			3.5	
All-Red Time (s)					2.0		1.0	1.0			1.0	
Lost Time Adjust (s)					-1.5			-0.5			0.0	
Total Lost Time (s)					4.0			4.0			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2		0.2	0.2			0.2	
Recall Mode					C-Max		None	None			None	
Walk Time (s)					7.0		4.0	4.0			4.0	
Flash Dont Walk (s)					7.0		7.0	7.0			7.0	
Pedestrian Calls (#/hr)					0		0	0			0	
Act Effct Green (s)					69.5			42.5			42.0	
Actuated g/C Ratio					0.58			0.35			0.35	
v/c Ratio					0.50			0.73			0.82	
Control Delay					16.7			35.7			45.8	
Queue Delay					0.0			0.0			0.5	
Total Delay					16.7			35.7			46.4	
LOS					B			D			D	
Approach Delay					16.7			35.7			46.4	
Approach LOS					B			D			D	
Queue Length 50th (ft)					231			222			368	
Queue Length 95th (ft)					336			280			423	
Internal Link Dist (ft)		430			676			377			364	
Turn Bay Length (ft)												
Base Capacity (vph)					3691			1145			1026	
Starvation Cap Reductn					0			0			190	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.50			0.46			0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 25.6		Intersection LOS: C	
Intersection Capacity Utilization 78.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3013: McKinney #McKNB & Lemmon East #LWB

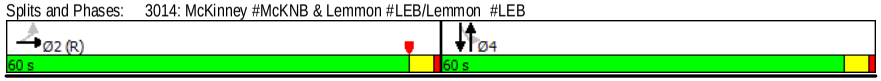


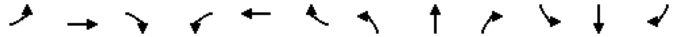
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	376	1229	0	0	0	0	0	292	53	80	442	0
Future Volume (vph)	376	1229	0	0	0	0	0	292	53	80	442	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.97							0.99		0.97		
Frt								0.974				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	5085	0	0	0	0	0	3402	0	1770	1863	0
Flt Permitted	0.950									0.435		
Satd. Flow (perm)	1715	5085	0	0	0	0	0	3402	0	784	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								22				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		651			637			693			457	
Travel Time (s)		12.7			12.4			15.8			10.4	
Confl. Peds. (#/hr)	12		7	7		12	10		20	20		10
Peak Hour Factor	0.96	0.93	1.00	1.00	1.00	1.00	1.00	0.97	0.85	1.00	1.00	1.00
Adj. Flow (vph)	392	1322	0	0	0	0	0	301	62	80	442	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	392	1322	0	0	0	0	0	363	0	80	442	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1		1	1	
Detector Template												
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	50	50						50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Detector Phase	2	2						4		4	4	
Switch Phase												
Minimum Initial (s)	14.0	14.0						14.0		14.0	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	18.5	18.5						18.5		18.5	18.5	
Total Split (s)	60.0	60.0						60.0		60.0	60.0	
Total Split (%)	50.0%	50.0%						50.0%		50.0%	50.0%	
Maximum Green (s)	55.5	55.5						55.5		55.5	55.5	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5						-0.5		0.0	0.0	
Total Lost Time (s)	4.0	4.0						4.0		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2		0.2	0.2	
Recall Mode	C-Max	C-Max						None		None	None	
Walk Time (s)	7.0	7.0						4.0		4.0	4.0	
Flash Dont Walk (s)	7.0	7.0						7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0						0		0	0	
Act Effct Green (s)	78.1	78.1						33.9		33.4	33.4	
Actuated g/C Ratio	0.65	0.65						0.28		0.28	0.28	
v/c Ratio	0.35	0.40						0.37		0.37	0.85	
Control Delay	3.2	2.7						31.6		37.0	53.0	
Queue Delay	0.0	0.0						0.0		0.0	0.1	
Total Delay	3.2	2.7						31.6		37.0	53.1	
LOS	A	A						C		D	D	
Approach Delay		2.9						31.6			50.6	
Approach LOS		A						C			D	
Queue Length 50th (ft)	26	32						78		33	185	
Queue Length 95th (ft)	51	54						104		48	191	
Internal Link Dist (ft)		571			557			613			377	
Turn Bay Length (ft)										150		
Base Capacity (vph)	1116	3311						1599		362	861	
Starvation Cap Reductn	0	0						0		0	30	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.35	0.40						0.23		0.22	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 16.5		Intersection LOS: B	
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3014: McKinney #McKNB & Lemmon #LEB/Lemmon #LEB





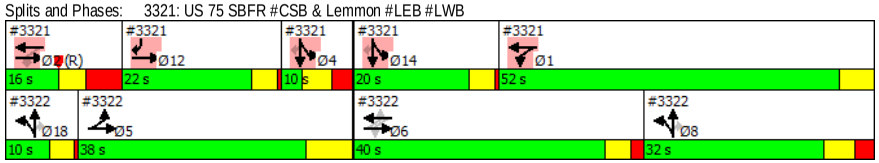
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	925	471	208	1628	0	0	0	0	92	538	516
Future Volume (vph)	0	925	471	208	1628	0	0	0	0	92	538	516
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor												0.97
Frt			0.850									0.850
Flt Protected				0.950	0.999					0.950	0.999	
Satd. Flow (prot)	0	6408	1583	1433	6029	0	0	0	0	1522	4801	1583
Flt Permitted				0.476	0.932					0.950	0.999	
Satd. Flow (perm)	0	6408	1583	718	5625	0	0	0	0	1522	4801	1529
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			554									122
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		402			270			252			209	
Travel Time (s)		7.8			5.3			4.9			4.1	
Confl. Peds. (#/hr)	5					5	10					10
Peak Hour Factor	1.00	0.93	0.85	0.91	0.97	1.00	1.00	1.00	1.00	0.75	0.91	0.96
Adj. Flow (vph)	0	995	554	229	1678	0	0	0	0	123	591	538
Shared Lane Traffic (%)				10%						10%		
Lane Group Flow (vph)	0	995	554	206	1701	0	0	0	0	111	603	538
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			20			12			12	
Link Offset(ft)		0			0			24			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		50	50	50	50					50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	custom	pm+pt	NA					Split	NA	custom
Protected Phases		2 12		1	1 2					4 14	4 14	12
Permitted Phases			2	1 2								4 14
Detector Phase		2 12	2	1	1 2					4 14	4 14	12
Switch Phase												
Minimum Initial (s)			15.0	1.0								4.0

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	14	18
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	5.0	8.0	8.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)			23.6	8.0								20.0
Total Split (s)			16.0	52.0								22.0
Total Split (%)			13.3%	43.3%								18.3%
Maximum Green (s)			7.4	47.0								18.0
Yellow Time (s)			3.7	5.0								3.5
All-Red Time (s)			4.9	0.0								0.5
Lost Time Adjust (s)			-1.0	-1.0								0.0
Total Lost Time (s)			7.6	4.0								4.0
Lead/Lag			Lead	Lag								Lag
Lead-Lag Optimize?			Yes	Yes								Yes
Vehicle Extension (s)			2.5	1.0								3.0
Recall Mode			C-Max	Min								Min
Walk Time (s)			4.0									5.0
Flash Dont Walk (s)			9.0									11.0
Pedestrian Calls (#/hr)			0									0
Act Effct Green (s)		30.4	8.4	61.1	61.1					22.8	22.8	42.9
Actuated g/C Ratio		0.25	0.07	0.51	0.51					0.19	0.19	0.36
v/c Ratio		0.61	0.88	0.31	0.56					0.38	0.66	0.85
Control Delay		41.5	21.5	5.4	8.0					46.0	47.8	38.0
Queue Delay		0.1	0.0	1.5	1.1					0.0	0.0	0.0
Total Delay		41.6	21.5	6.9	9.1					46.0	47.8	38.0
LOS		D	C	A	A					D	D	D
Approach Delay		34.4			8.9						43.4	
Approach LOS		C			A						D	
Queue Length 50th (ft)		198	0	81	269					82	161	249
Queue Length 95th (ft)		236	#116	m93	m295					m115	m205	m#419
Internal Link Dist (ft)		322			190			172			129	
Turn Bay Length (ft)												
Base Capacity (vph)		1623	626	658	3028					303	956	633
Starvation Cap Reductn		0	0	292	996					0	0	0
Spillback Cap Reductn		48	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.63	0.88	0.56	0.84					0.37	0.63	0.85

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3321: US 75 SBFR #CSB & Lemmon #LEB #LWB



Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Minimum Split (s)	41.1	13.6	20.3	39.1	20.0	20.0
Total Split (s)	10.0	38.0	40.0	32.0	20.0	10.0
Total Split (%)	8%	32%	33%	27%	17%	8%
Maximum Green (s)	2.9	31.4	34.7	24.9	16.0	6.0
Yellow Time (s)	4.1	6.6	3.6	4.2	3.5	3.5
All-Red Time (s)	3.0	0.0	1.7	2.9	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lag			Lead	Lead
Lead-Lag Optimize?		Yes			Yes	Yes
Vehicle Extension (s)	1.5	1.0	3.5	1.1	3.0	3.0
Recall Mode	Min	Min	Max	Min	None	None
Walk Time (s)	4.0		4.0	4.0	5.0	5.0
Flash Dont Walk (s)	30.0		11.0	28.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

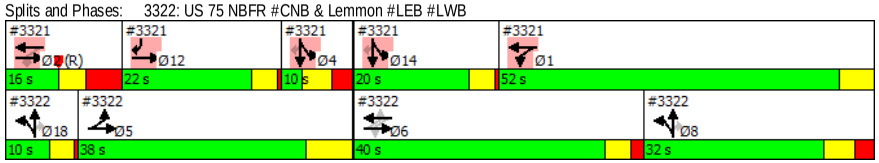
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	351	681	0	5	1162	134	637	949	163	0	0	0
Future Volume (vph)	351	681	0	5	1162	134	637	949	163	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		230	0		0	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.81	0.81	1.00	0.81	0.81	0.81	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00				0.97			
Frt					0.984				0.850			
Flt Protected	0.950	0.989					0.950	0.989				
Satd. Flow (prot)	1433	5969	0	0	7423	0	1522	4753	1583	0	0	0
Flt Permitted	0.112	0.749			0.923		0.950	0.989				
Satd. Flow (perm)	169	4520	0	0	6852	0	1522	4753	1543	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					25				165			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		270			556			200			239	
Travel Time (s)		5.3			10.8			3.9			4.7	
Confl. Peds. (#/hr)			3	3					12	12		
Peak Hour Factor	0.84	0.88	1.00	1.00	0.88	0.86	0.88	0.90	0.89	1.00	1.00	1.00
Adj. Flow (vph)	418	774	0	5	1320	156	724	1054	183	0	0	0
Shared Lane Traffic (%)	50%						40%					
Lane Group Flow (vph)	209	983	0	0	1481	0	434	1344	183	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50	50			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	50	50		50	50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm			
Protected Phases	5	5 6			6		8 18	8 18				
Permitted Phases	5 6			6	6				8 18			
Detector Phase	5	5 6		6	6		8 18	8 18	8 18			
Switch Phase												
Minimum Initial (s)	5.0			8.0	8.0							

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Turn Type							
Protected Phases	1	2	4	8	12	14	18
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	1.0	15.0	8.0	8.0	4.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.6			20.3	20.3							
Total Split (s)	38.0			40.0	40.0							
Total Split (%)	31.7%			33.3%	33.3%							
Maximum Green (s)	31.4			34.7	34.7							
Yellow Time (s)	6.6			3.6	3.6							
All-Red Time (s)	0.0			1.7	1.7							
Lost Time Adjust (s)	-1.0				-1.0							
Total Lost Time (s)	5.6				4.3							
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	1.0			3.5	3.5							
Recall Mode	Min			Max	Max							
Walk Time (s)				4.0	4.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	66.8	66.8			35.7		35.9	35.9	35.9			
Actuated g/C Ratio	0.56	0.56			0.30		0.30	0.30	0.30			
v/c Ratio	0.48	0.34			0.72		0.95	0.95	0.32			
Control Delay	7.6	4.3			33.4		51.7	36.9	3.2			
Queue Delay	1.5	0.1			6.9		0.0	0.0	0.0			
Total Delay	9.1	4.5			40.2		51.7	36.9	3.2			
LOS	A	A			D		D	D	A			
Approach Delay		5.3			40.2			37.0				
Approach LOS		A			D			D				
Queue Length 50th (ft)	4	5			262		343	348	12			
Queue Length 95th (ft)	13	6			290		m#546	#487	m16			
Internal Link Dist (ft)		190			476			120			159	
Turn Bay Length (ft)												
Base Capacity (vph)	435	2907			2056		455	1421	577			
Starvation Cap Reductn	100	823			0		0	0	0			
Spillback Cap Reductn	0	0			531		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.62	0.47			0.97		0.95	0.95	0.32			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 29.9		Intersection LOS: C	
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3322: US 75 NBFR #CNB & Lemmon #LEB #LWB

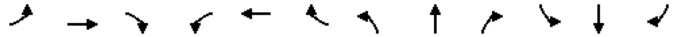


Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Minimum Split (s)	8.0	23.6	41.1	39.1	20.0	20.0	20.0
Total Split (s)	52.0	16.0	10.0	32.0	22.0	20.0	10.0
Total Split (%)	43%	13%	8%	27%	18%	17%	8%
Maximum Green (s)	47.0	7.4	2.9	24.9	18.0	16.0	6.0
Yellow Time (s)	5.0	3.7	4.1	4.2	3.5	3.5	3.5
All-Red Time (s)	0.0	4.9	3.0	2.9	0.5	0.5	0.5
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag	Lead			Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.5	1.5	1.1	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	Min	Min	None	None
Walk Time (s)		4.0	4.0	4.0	5.0	5.0	5.0
Flash Dont Walk (s)		9.0	30.0	28.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	683	325	510	630	0	0	0	0	642	1921	603
Future Volume (vph)	0	683	325	510	630	0	0	0	0	642	1921	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	119		119	0		0	0		0	0		0
Storage Lanes	1		0	2		0	0		0	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.99		1.00								0.94
Frt		0.948										0.850
Flt Protected				0.950						0.950	0.998	
Satd. Flow (prot)	0	5999	0	3433	5085	0	0	0	0	1522	4796	1583
Flt Permitted				0.192						0.950	0.998	
Satd. Flow (perm)	0	5999	0	692	5085	0	0	0	0	1522	4796	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13										111
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		154			212			193			178	
Travel Time (s)		3.5			4.8			3.8			3.5	
Confl. Peds. (#/hr)	49		14	14		49						24
Peak Hour Factor	1.00	0.94	0.84	0.83	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.93
Adj. Flow (vph)	0	727	387	614	692	0	0	0	0	662	2022	648
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1114	0	614	692	0	0	0	0	596	2088	648
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		60			54			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		50		50	50					50	50	50
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		50		50	50					50	50	50
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		pm+pt	NA					Split	NA	Perm
Protected Phases		2		1	1 2					4 12	4 12	
Permitted Phases				1 2								4 12
Detector Phase		2		1	1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		8.0		6.0								

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	6.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		23.2		41.0								
Total Split (s)		26.0		28.0								
Total Split (%)		21.7%		23.3%								
Maximum Green (s)		19.8		23.0								
Yellow Time (s)		3.6		5.0								
All-Red Time (s)		2.6		0.0								
Lost Time Adjust (s)		-1.0		-1.0								
Total Lost Time (s)		5.2		4.0								
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0								
Recall Mode		C-Max		Min								
Walk Time (s)				4.0								
Flash Dont Walk (s)				32.0								
Pedestrian Calls (#/hr)				0								
Act Effct Green (s)		20.8		46.0	50.0					63.0	63.0	62.0
Actuated g/C Ratio		0.17		0.38	0.42					0.52	0.52	0.52
v/c Ratio		1.35dr		0.76	0.33					0.75	0.83	0.79
Control Delay		83.9		36.4	29.3					28.6	26.7	27.1
Queue Delay		17.1		52.7	33.3					0.0	0.0	0.0
Total Delay		101.0		89.2	62.5					28.6	26.7	27.1
LOS		F		F	E					C	C	C
Approach Delay		101.0			75.0						27.1	
Approach LOS		F			E						C	
Queue Length 50th (ft)		~279		244	193					390	479	321
Queue Length 95th (ft)		#356		m277	m228					547	551	473
Internal Link Dist (ft)		74			132			113			98	
Turn Bay Length (ft)												
Base Capacity (vph)		1050		813	2118					799	2517	818
Starvation Cap Reductn		0		313	1458					0	0	0
Spillback Cap Reductn		271		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.43		1.23	1.05					0.75	0.83	0.79

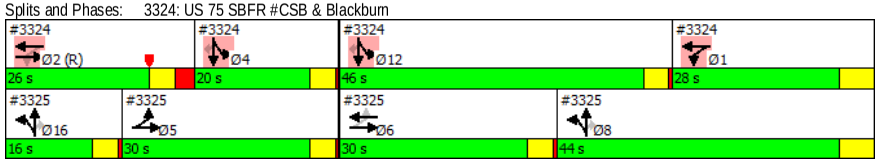
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 52.3		Intersection LOS: D	
Intersection Capacity Utilization 108.0%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Minimum Split (s)	20.0	8.0	20.0	42.0	12.0	12.0
Total Split (s)	20.0	30.0	30.0	44.0	46.0	16.0
Total Split (%)	17%	25%	25%	37%	38%	13%
Maximum Green (s)	16.0	26.0	26.0	39.0	42.0	12.0
Yellow Time (s)	3.5	3.5	3.5	5.0	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	Max	Min	None	None
Walk Time (s)	5.0		5.0	4.0		
Flash Dont Walk (s)	11.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

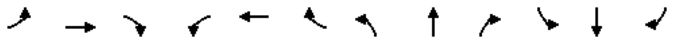
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3324: US 75 SBFR #CSB & Blackburn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	462	844	0	0	833	403	274	1657	349	0	0	0
Future Volume (vph)	462	844	0	0	833	403	274	1657	349	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		136	0		0	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	0.81	0.86	0.81	0.86	1.00	1.00	1.00
Ped Bike Factor					0.98			1.00	0.98			
Frt					0.951			0.996	0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	5085	0	0	7001	0	1522	4502	1362	0	0	0
Flt Permitted	0.148						0.950	0.999				
Satd. Flow (perm)	535	5085	0	0	7001	0	1522	4502	1335	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					23			4	102			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		212			343			172			193	
Travel Time (s)		4.8			7.8			3.4			3.8	
Confl. Peds. (#/hr)	28		8	8		28			8			
Peak Hour Factor	0.85	0.85	1.00	1.00	0.93	0.92	0.86	0.90	0.72	1.00	1.00	1.00
Adj. Flow (vph)	544	993	0	0	896	438	319	1841	485	0	0	0
Shared Lane Traffic (%)							10%		10%			
Lane Group Flow (vph)	544	993	0	0	1334	0	287	1922	436	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		54			36			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50		50	50	50			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	50	50			50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	D.P+P	NA			NA		Split	NA	Perm			
Protected Phases	5	6 5			6		8 16	8 16				
Permitted Phases	6								8 16			
Detector Phase	5	6 5			6		8 16	8 16	8 16			
Switch Phase												
Minimum Initial (s)	4.0				4.0							

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	6.0	8.0	4.0	6.0	4.0	4.0

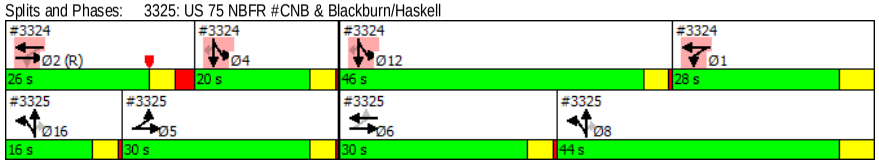


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0				20.0							
Total Split (s)	30.0				30.0							
Total Split (%)	25.0%				25.0%							
Maximum Green (s)	26.0				26.0							
Yellow Time (s)	3.5				3.5							
All-Red Time (s)	0.5				0.5							
Lost Time Adjust (s)	-1.0				-2.0							
Total Lost Time (s)	3.0				2.0							
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0				3.0							
Recall Mode	None				Max							
Walk Time (s)					5.0							
Flash Dont Walk (s)					11.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	54.0	57.0			28.0		56.0	56.0	56.0			
Actuated g/C Ratio	0.45	0.48			0.23		0.47	0.47	0.47			
v/c Ratio	0.61	0.41			1.14dr		0.40	0.91	0.64			
Control Delay	17.6	12.8			47.2		33.2	49.5	34.2			
Queue Delay	54.0	50.9			10.6		0.6	24.9	0.0			
Total Delay	71.6	63.7			57.9		33.8	74.3	34.2			
LOS	E	E			E		C	E	C			
Approach Delay		66.5			57.9			63.3				
Approach LOS		E			E			E				
Queue Length 50th (ft)	121	174			238		213	621	288			
Queue Length 95th (ft)	m156	m204			276		m265	m681	302			
Internal Link Dist (ft)		132			263			92			113	
Turn Bay Length (ft)												
Base Capacity (vph)	892	2415			1651		710	2103	677			
Starvation Cap Reductn	403	1549			0		0	0	0			
Spillback Cap Reductn	0	0			308		165	272	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	1.11	1.15			0.99		0.53	1.05	0.64			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 62.9		Intersection LOS: E	
Intersection Capacity Utilization 108.0%		ICU Level of Service G	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3325: US 75 NBFR #CNB & Blackburn/Haskell



Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Split (s)	41.0	23.2	20.0	42.0	12.0	12.0
Total Split (s)	28.0	26.0	20.0	44.0	46.0	16.0
Total Split (%)	23%	22%	17%	37%	38%	13%
Maximum Green (s)	23.0	19.8	16.0	39.0	42.0	12.0
Yellow Time (s)	5.0	3.6	3.5	5.0	3.5	3.5
All-Red Time (s)	0.0	2.6	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0	3.0
Recall Mode	Min	C-Max	None	Min	None	None
Walk Time (s)	4.0		5.0	4.0		
Flash Dont Walk (s)	32.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Intersection						
Int Delay, s/veh	1.3					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1127	74	0	87
Future Vol, veh/h	0	0	1127	74	0	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1225	80	0	95

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	653
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	351
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	351
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	19
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	351
HCM Lane V/C Ratio	-	-	0.269
HCM Control Delay (s)	-	-	19
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.1

Intersection						
Int Delay, s/veh	1.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	96	1127	95	0
Future Vol, veh/h	0	0	96	1127	95	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	104	1225	103	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	699	-
Stage 1	-	-	0	-
Stage 2	-	-	699	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	438	0
Stage 1	-	-	-	0
Stage 2	-	-	413	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	438	-
Mov Cap-2 Maneuver	-	-	438	-
Stage 1	-	-	-	-
Stage 2	-	-	413	-

Approach	WB	NB
HCM Control Delay, s		15.7
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	438	-	-
HCM Lane V/C Ratio	0.236	-	-
HCM Control Delay (s)	15.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.9	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1192	11	0	1099	0	138
Future Vol, veh/h	1192	11	0	1099	0	138
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1296	12	0	1195	0	150

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	655
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	350
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	350
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	22.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	350	-	-	-
HCM Lane V/C Ratio	0.429	-	-	-
HCM Control Delay (s)	22.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	2.1	-	-	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	91	42	51	56	28	10	29	38	62	42	72
Future Vol, veh/h	22	91	42	51	56	28	10	29	38	62	42	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	99	46	55	61	30	11	32	41	67	46	78
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	8.9	8.3	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	14%	38%	35%
Vol Thru, %	38%	59%	41%	24%
Vol Right, %	49%	27%	21%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	155	135	176
LT Vol	10	22	51	62
Through Vol	29	91	56	42
RT Vol	38	42	28	72
Lane Flow Rate	84	168	147	191
Geometry Grp	1	1	1	1
Degree of Util (X)	0.108	0.216	0.193	0.244
Departure Headway (Hd)	4.639	4.619	4.728	4.599
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	773	756	779
Service Time	2.691	2.666	2.775	2.644
HCM Lane V/C Ratio	0.109	0.217	0.194	0.245
HCM Control Delay	8.3	8.9	8.9	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.8	0.7	1

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	2575	16	0	0	0	0	32	144	37	75	0
Future Vol, veh/h	67	2575	16	0	0	0	0	32	144	37	75	0
Conflicting Peds, #/hr	8	0	6	6	0	8	15	0	6	6	0	15
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	2799	17	0	0	0	0	35	157	40	82	0

Major/Minor	Major1					Minor1			Minor2		
Conflicting Flow All	8	0	0			-	2967	1420	1297	2976	-
Stage 1	-	-	-			-	2959	-	8	8	-
Stage 2	-	-	-			-	8	-	1289	2968	-
Critical Hdwy	5.34	-	-			-	6.54	7.14	6.44	6.54	-
Critical Hdwy Stg 1	-	-	-			-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-			-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-			-	4.02	3.92	3.82	4.02	-
Pot Cap-1 Maneuver	1144	-	-			0	*286	*293	*301	*286	0
Stage 1	-	-	-			0	*286	-	-	-	0
Stage 2	-	-	-			0	-	-	*301	*286	0
Platoon blocked, %		-	-				1	1	1	1	
Mov Cap-1 Maneuver	1144	-	-			-	*264	*292	*119	*264	-
Mov Cap-2 Maneuver	-	-	-			-	*264	-	*119	*264	-
Stage 1	-	-	-			-	*266	-	-	-	-
Stage 2	-	-	-			-	-	-	*114	*266	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	39.7	53.8
HCM LOS		E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	286	1144	-	-	188
HCM Lane V/C Ratio	0.669	0.064	-	-	0.648
HCM Control Delay (s)	39.7	8.4	-	-	53.8
HCM Lane LOS	E	A	-	-	F
HCM 95th %tile Q(veh)	4.4	0.2	-	-	3.8

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	77	0	0	135
Future Vol, veh/h	0	0	77	0	0	135
Conflicting Peds, #/hr	0	0	0	26	26	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	84	0	0	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	257	110	0	0	110	0
Stage 1	110	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	732	943	-	-	1480	-
Stage 1	915	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	716	923	-	-	1480	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- -	1480	-
HCM Lane V/C Ratio	-	- -	-	-
HCM Control Delay (s)	-	- 0	0	-
HCM Lane LOS	-	- A	A	-
HCM 95th %tile Q(veh)	-	- -	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	74	88	0
Future Vol, veh/h	0	0	0	74	88	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	80	96	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	176	96	96	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	80	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	814	960	1498	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	814	960	1498	-	-	-
Mov Cap-2 Maneuver	814	-	-	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1498	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	190	0	0	673	135
Future Vol, veh/h	0	190	0	0	673	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	207	0	0	732	147

Major/Minor	Minor2				Major2	
Conflicting Flow All	-	439			-	0
Stage 1	-	-			-	-
Stage 2	-	-			-	-
Critical Hdwy	-	7.14			-	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			-	-
Follow-up Hdwy	-	3.92			-	-
Pot Cap-1 Maneuver	0	484			-	-
Stage 1	0	-			-	-
Stage 2	0	-			-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	484			-	-
Mov Cap-2 Maneuver	-	-			-	-
Stage 1	-	-			-	-
Stage 2	-	-			-	-

Approach	EB	SB
HCM Control Delay, s	17.9	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	484	-	-
HCM Lane V/C Ratio	0.427	-	-
HCM Control Delay (s)	17.9	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2.1	-	-

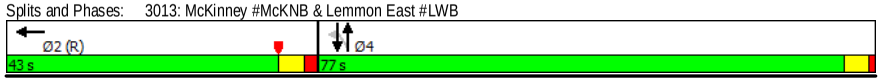
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1473	174	119	867	0	0	731	101
Future Volume (vph)	0	0	0	0	1473	174	119	867	0	0	731	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99							
Frt					0.978						0.984	
Flt Protected								0.994				
Satd. Flow (prot)	0	0	0	0	6202	0	0	3518	0	0	1833	0
Flt Permitted								0.557				
Satd. Flow (perm)	0	0	0	0	6202	0	0	1971	0	0	1833	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					37						1	
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		510			747			457			444	
Travel Time (s)		9.9			17.0			10.4			10.1	
Confl. Peds. (#/hr)	24		15	15		24			44	44		
Peak Hour Factor	1.00	1.00	1.00	1.00	0.91	0.64	0.89	0.93	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1619	272	134	932	0	0	731	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1891	0	0	1066	0	0	832	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1			1	
Detector Template												
Leading Detector (ft)					50		50	50			50	
Trailing Detector (ft)					0		0	0			0	
Detector 1 Position(ft)					0		0	0			0	
Detector 1 Size(ft)					50		50	50			50	
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0			0.0	
Detector 1 Queue (s)					0.0		0.0	0.0			0.0	
Detector 1 Delay (s)					0.0		0.0	0.0			0.0	
Turn Type					NA		Perm	NA			NA	
Protected Phases					2			4			4	
Permitted Phases							4					
Detector Phase					2		4	4			4	
Switch Phase												
Minimum Initial (s)					14.0		12.0	12.0			12.0	
Minimum Split (s)					19.5		16.5	16.5			16.5	
Total Split (s)					43.0		77.0	77.0			77.0	
Total Split (%)					35.8%		64.2%	64.2%			64.2%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					37.5		72.5	72.5			72.5	
Yellow Time (s)					3.5		3.5	3.5			3.5	
All-Red Time (s)					2.0		1.0	1.0			1.0	
Lost Time Adjust (s)					-1.5			-0.5			0.0	
Total Lost Time (s)					4.0			4.0			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2		0.2	0.2			0.2	
Recall Mode					C-Max		None	None			None	
Walk Time (s)					7.0		4.0	4.0			4.0	
Flash Dont Walk (s)					7.0		7.0	7.0			7.0	
Pedestrian Calls (#/hr)					0		0	0			0	
Act Effct Green (s)					41.2			70.8			70.3	
Actuated g/C Ratio					0.34			0.59			0.59	
v/c Ratio					0.88			0.92			0.77	
Control Delay					32.5			33.9			24.5	
Queue Delay					0.0			7.1			49.4	
Total Delay					32.5			41.0			73.9	
LOS					C			D			E	
Approach Delay					32.5			41.0			73.9	
Approach LOS					C			D			E	
Queue Length 50th (ft)					384			392			439	
Queue Length 95th (ft)					m#451			#533			610	
Internal Link Dist (ft)		430			667			377			364	
Turn Bay Length (ft)												
Base Capacity (vph)					2151			1199			1107	
Starvation Cap Reductn					0			77			349	
Spillback Cap Reductn					0			108			64	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.88			0.98			1.10	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 26 (22%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 44.0 Intersection LOS: D
Intersection Capacity Utilization 106.9% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3013: McKinney #McKNB & Lemmon East #LWB

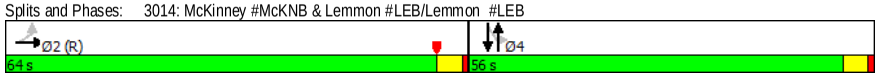


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	481	2374	0	0	0	0	0	663	139	154	731	0
Future Volume (vph)	481	2374	0	0	0	0	0	663	139	154	731	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99							0.97				
Frt								0.973				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	5085	0	0	0	0	0	3357	0	1770	1863	0
Flt Permitted	0.950									0.200		
Satd. Flow (perm)	1756	5085	0	0	0	0	0	3357	0	373	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								1				
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		651			623			693			457	
Travel Time (s)		14.8			12.1			15.8			10.4	
Confl. Peds. (#/hr)	3		24	24		3	31		40	40		31
Peak Hour Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.94	0.90	1.00	1.00	1.00
Adj. Flow (vph)	506	2499	0	0	0	0	0	705	154	154	731	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	506	2499	0	0	0	0	0	859	0	154	731	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1		1	1	
Detector Template												
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	50	50						50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Detector Phase	2	2						4		4	4	
Switch Phase												
Minimum Initial (s)	14.0	14.0						14.0		14.0	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	18.5	18.5						18.5		18.5	18.5	
Total Split (s)	64.0	64.0						56.0		56.0	56.0	
Total Split (%)	53.3%	53.3%						46.7%		46.7%	46.7%	
Maximum Green (s)	59.5	59.5						51.5		51.5	51.5	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5						-0.5		0.0	0.0	
Total Lost Time (s)	4.0	4.0						4.0		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2		0.2	0.2	
Recall Mode	C-Max	C-Max						None		None	None	
Walk Time (s)	7.0	7.0						4.0		4.0	4.0	
Flash Dont Walk (s)	7.0	7.0						7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0						0		0	0	
Act Effct Green (s)	61.9	61.9						50.1		49.6	49.6	
Actuated g/C Ratio	0.52	0.52						0.42		0.41	0.41	
v/c Ratio	0.56	0.95						0.61		1.00	0.95	
Control Delay	13.4	24.0						32.4		99.0	51.0	
Queue Delay	0.3	0.0						0.5		0.0	13.7	
Total Delay	13.7	24.0						32.9		99.0	64.7	
LOS	B	C						C		F	E	
Approach Delay		22.3						32.9			70.7	
Approach LOS		C						C			E	
Queue Length 50th (ft)	120	222						337		64	301	
Queue Length 95th (ft)	153	#815						m263		m#209	#759	
Internal Link Dist (ft)		571			543			613			377	
Turn Bay Length (ft)										150		
Base Capacity (vph)	905	2621						1455		160	799	
Starvation Cap Reductn	79	0						0		0	73	
Spillback Cap Reductn	0	0						222		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.61	0.95						0.70		0.96	1.01	

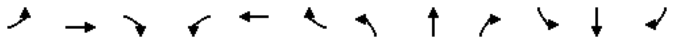
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 16 (13%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 33.2		Intersection LOS: C	
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3014: McKinney #McKNB & Lemmon #LEB/Lemmon #LEB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1971	802	161	1208	0	0	0	0	142	595	467
Future Volume (vph)	0	1971	802	161	1208	0	0	0	0	142	595	467
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor			0.98									0.95
Frt			0.850									0.850
Flt Protected				0.950	0.999					0.950	0.999	
Satd. Flow (prot)	0	6408	1583	1433	6029	0	0	0	0	1522	4801	1583
Flt Permitted				0.260	0.932					0.950	0.999	
Satd. Flow (perm)	0	6408	1551	392	5625	0	0	0	0	1522	4801	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			513									200
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		402			270			252			209	
Travel Time (s)		9.1			5.3			4.9			4.1	
Confl. Peds. (#/hr)	10		3	3		10	18					18
Peak Hour Factor	1.00	0.92	0.95	0.96	0.90	1.00	1.00	1.00	1.00	0.86	0.83	0.81
Adj. Flow (vph)	0	2142	844	168	1342	0	0	0	0	165	717	577
Shared Lane Traffic (%)				10%						10%		
Lane Group Flow (vph)	0	2142	844	151	1359	0	0	0	0	148	734	577
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			20			12			12	
Link Offset(ft)		0			0			24			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		50	50	50	50					50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	custom	pm+pt	NA					Split	NA	custom
Protected Phases		2 12		1	1 2					4 14	4 14	12
Permitted Phases			2	1 2								4 14
Detector Phase		2 12	2	1	1 2					4 14	4 14	12
Switch Phase												
Minimum Initial (s)			15.0	1.0								4.0

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	14	18
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	5.0	8.0	8.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)			23.6	8.0								20.0
Total Split (s)			23.0	39.0								29.0
Total Split (%)			19.2%	32.5%								24.2%
Maximum Green (s)			14.4	34.0								25.0
Yellow Time (s)			3.7	5.0								3.5
All-Red Time (s)			4.9	0.0								0.5
Lost Time Adjust (s)			-1.0	-1.0								0.0
Total Lost Time (s)			7.6	4.0								4.0
Lead/Lag			Lead	Lag								Lag
Lead-Lag Optimize?			Yes	Yes								Yes
Vehicle Extension (s)			2.5	1.0								3.0
Recall Mode			C-Max	Min								Min
Walk Time (s)			4.0									5.0
Flash Dont Walk (s)			9.0									11.0
Pedestrian Calls (#/hr)			0									0
Act Effct Green (s)		44.4	15.4	54.0	54.0					22.9	22.9	50.0
Actuated g/C Ratio		0.37	0.13	0.45	0.45					0.19	0.19	0.42
v/c Ratio		0.90	1.31	0.31	0.51					0.51	0.80	0.76
Control Delay		39.7	172.2	3.8	5.3					50.3	53.5	24.2
Queue Delay		3.2	0.0	1.1	0.3					0.0	0.0	0.0
Total Delay		42.9	172.2	4.9	5.6					50.3	53.5	24.2
LOS		D	F	A	A					D	D	C
Approach Delay		79.4			5.6						41.6	
Approach LOS		E			A						D	
Queue Length 50th (ft)		356	~639	29	196					124	216	256
Queue Length 95th (ft)		m408	m#758	m28	m158					m161	m229	m294
Internal Link Dist (ft)		322			190			172			129	
Turn Bay Length (ft)												
Base Capacity (vph)		2370	646	480	2650					290	916	759
Starvation Cap Reductn		0	0	165	614					0	0	0
Spillback Cap Reductn		154	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.97	1.31	0.48	0.67					0.51	0.80	0.76

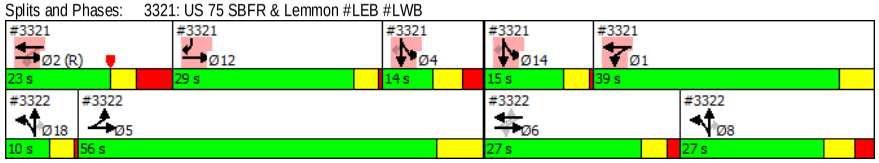
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 51.4		Intersection LOS: D	
Intersection Capacity Utilization 101.3%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Minimum Split (s)	41.1	13.6	20.3	39.1	20.0	20.0
Total Split (s)	14.0	56.0	27.0	27.0	15.0	10.0
Total Split (%)	12%	47%	23%	23%	13%	8%
Maximum Green (s)	6.9	49.4	21.7	19.9	11.0	6.0
Yellow Time (s)	4.1	6.6	3.6	4.2	3.5	3.5
All-Red Time (s)	3.0	0.0	1.7	2.9	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lag			Lead	Lead
Lead-Lag Optimize?		Yes			Yes	Yes
Vehicle Extension (s)	1.5	1.0	3.5	1.1	3.0	3.0
Recall Mode	Min	Min	Max	Min	None	None
Walk Time (s)	4.0		4.0	4.0	5.0	5.0
Flash Dont Walk (s)	30.0		11.0	28.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3321: US 75 SBFR & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	642	1490	0	4	790	130	626	730	346	0	0	0
Future Volume (vph)	642	1490	0	4	790	130	626	730	346	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		230	0		0	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	0.81	0.81	1.00	0.81	0.81	0.81	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00				0.97			
Frt					0.974				0.850			
Flt Protected	0.950	0.990					0.950	0.986				
Satd. Flow (prot)	1433	5975	0	0	7330	0	1522	4739	1583	0	0	0
Flt Permitted	0.176	0.757			0.909		0.950	0.986				
Satd. Flow (perm)	265	4568	0	0	6663	0	1522	4739	1540	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					38				236			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		270			556			200			239	
Travel Time (s)		5.3			10.8			3.9			4.7	
Confl. Peds. (#/hr)	1		7	7		1			14	14		
Peak Hour Factor	0.83	0.94	1.00	1.00	0.87	0.69	0.95	0.91	0.95	1.00	1.00	1.00
Adj. Flow (vph)	773	1585	0	4	908	188	659	802	364	0	0	0
Shared Lane Traffic (%)	50%						46%					
Lane Group Flow (vph)	386	1972	0	0	1100	0	356	1105	364	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50	50			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	50	50		50	50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm			
Protected Phases	5	5 6			6		8 18	8 18				
Permitted Phases	5 6			6	6				8 18			
Detector Phase	5	5 6		6	6		8 18	8 18	8 18			
Switch Phase												
Minimum Initial (s)	5.0			8.0	8.0							

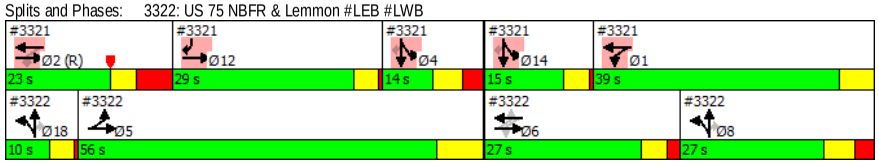
Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Turn Type							
Protected Phases	1	2	4	8	12	14	18
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	1.0	15.0	8.0	8.0	4.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.6			20.3	20.3							
Total Split (s)	56.0			27.0	27.0							
Total Split (%)	46.7%			22.5%	22.5%							
Maximum Green (s)	49.4			21.7	21.7							
Yellow Time (s)	6.6			3.6	3.6							
All-Red Time (s)	0.0			1.7	1.7							
Lost Time Adjust (s)	-1.0				-1.0							
Total Lost Time (s)	5.6				4.3							
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	1.0			3.5	3.5							
Recall Mode	Min			Max	Max							
Walk Time (s)				4.0	4.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	71.8	71.8			22.7		30.9	30.9	30.9			
Actuated g/C Ratio	0.60	0.60			0.19		0.26	0.26	0.26			
v/c Ratio	0.59	0.59			0.85		0.91	0.91	0.64			
Control Delay	4.0	3.6			54.5		45.6	33.1	8.7			
Queue Delay	2.1	0.3			0.5		0.0	0.0	0.0			
Total Delay	6.1	3.9			55.0		45.6	33.1	8.7			
LOS	A	A			E		D	C	A			
Approach Delay		4.3			55.0			30.7				
Approach LOS		A			E			C				
Queue Length 50th (ft)	3	4			212		297	307	91			
Queue Length 95th (ft)	m3	4			237		m#387	m#348	m98			
Internal Link Dist (ft)		190			476			120			159	
Turn Bay Length (ft)												
Base Capacity (vph)	649	3324			1291		391	1220	571			
Starvation Cap Reductn	142	601			0		0	0	0			
Spillback Cap Reductn	0	0			34		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.76	0.72			0.88		0.91	0.91	0.64			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 24.0		Intersection LOS: C	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

CityPlace PD 375 TIA
Lanes, Volumes, Timings
2026 - Background (2-Way McKinney) - PM
3322: US 75 NBFR & Lemmon #LEB #LWB

Splits and Phases: 3322: US 75 NBFR & Lemmon #LEB #LWB



Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Minimum Split (s)	8.0	23.6	41.1	39.1	20.0	20.0	20.0
Total Split (s)	39.0	23.0	14.0	27.0	29.0	15.0	10.0
Total Split (%)	33%	19%	12%	23%	24%	13%	8%
Maximum Green (s)	34.0	14.4	6.9	19.9	25.0	11.0	6.0
Yellow Time (s)	5.0	3.7	4.1	4.2	3.5	3.5	3.5
All-Red Time (s)	0.0	4.9	3.0	2.9	0.5	0.5	0.5
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag	Lead			Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.5	1.5	1.1	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	Min	Min	None	None
Walk Time (s)		4.0	4.0	4.0	5.0	5.0	5.0
Flash Dont Walk (s)		9.0	30.0	28.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	863	367	848	740	0	0	0	0	421	1528	359
Future Volume (vph)	0	863	367	848	740	0	0	0	0	421	1528	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	119		119	0		0	0		0	0		0
Storage Lanes	1		0	2		0	0		0	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.99		1.00								0.98
Frt		0.956										0.850
Flt Protected				0.950						0.950	0.999	
Satd. Flow (prot)	0	6044	0	3433	5085	0	0	0	0	1522	4801	1583
Flt Permitted				0.115						0.950	0.999	
Satd. Flow (perm)	0	6044	0	414	5085	0	0	0	0	1522	4801	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3										134
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		151			212			193			178	
Travel Time (s)		3.4			4.8			3.8			3.5	
Confl. Peds. (#/hr)	20		33	33		20						5
Peak Hour Factor	1.00	0.88	0.90	0.82	0.86	1.00	1.00	1.00	1.00	0.90	0.87	0.83
Adj. Flow (vph)	0	981	408	1034	860	0	0	0	0	468	1756	433
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1389	0	1034	860	0	0	0	0	421	1803	433
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		60			54			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		50		50	50					50	50	50
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		50		50	50					50	50	50
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		pm+pt	NA					Split	NA	Perm
Protected Phases		2		1	1 2					4 12	4 12	
Permitted Phases				1 2								4 12
Detector Phase		2		1	1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		8.0		6.0								

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	6.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		23.2		41.0								
Total Split (s)		40.0		32.0								
Total Split (%)		33.3%		26.7%								
Maximum Green (s)		33.8		27.0								
Yellow Time (s)		3.6		5.0								
All-Red Time (s)		2.6		0.0								
Lost Time Adjust (s)		-1.0		-1.0								
Total Lost Time (s)		5.2		4.0								
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0								
Recall Mode		C-Max		Min								
Walk Time (s)				4.0								
Flash Dont Walk (s)				32.0								
Pedestrian Calls (#/hr)				0								
Act Effct Green (s)		34.8		64.0	68.0					45.0	45.0	44.0
Actuated g/C Ratio		0.29		0.53	0.57					0.38	0.38	0.37
v/c Ratio		0.88dr		1.12	0.30					0.74	1.00	0.66
Control Delay		30.6		90.5	23.6					39.5	56.9	25.4
Queue Delay		3.2		3.3	51.9					0.0	0.0	0.0
Total Delay		33.8		93.8	75.5					39.5	56.9	25.4
LOS		C		F	E					D	E	C
Approach Delay		33.8			85.5						49.0	
Approach LOS		C			F						D	
Queue Length 50th (ft)		295		~432	226					329	~529	179
Queue Length 95th (ft)		336		m#418	m219					m470	#620	m260
Internal Link Dist (ft)		71			132			113			98	
Turn Bay Length (ft)												
Base Capacity (vph)		1754		925	2881					570	1800	652
Starvation Cap Reductn		0		372	2148					0	0	0
Spillback Cap Reductn		263		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		0.93		1.87	1.17					0.74	1.00	0.66

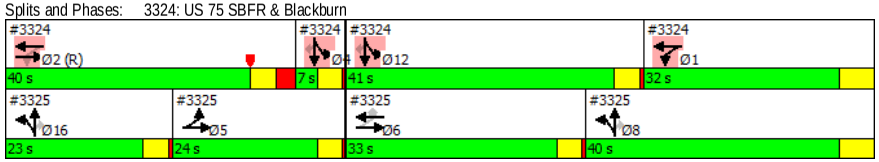
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 57.1		Intersection LOS: E	
Intersection Capacity Utilization 116.3%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Minimum Split (s)	20.0	8.0	20.0	42.0	12.0	12.0
Total Split (s)	7.0	24.0	33.0	40.0	41.0	23.0
Total Split (%)	6%	20%	28%	33%	34%	19%
Maximum Green (s)	3.0	20.0	29.0	35.0	37.0	19.0
Yellow Time (s)	3.5	3.5	3.5	5.0	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	Max	Min	None	None
Walk Time (s)	5.0		5.0	4.0		
Flash Dont Walk (s)	11.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3324: US 75 SBFR & Blackburn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	571	753	0	0	1219	411	303	1880	438	0	0	0
Future Volume (vph)	571	753	0	0	1219	411	303	1880	438	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		136	0		0	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.86	0.81	0.86	1.00	1.00	1.00
Ped Bike Factor						0.94		1.00	0.99			
Frt						0.850		0.997	0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	5085	0	0	5085	1583	1522	4507	1362	0	0	0
Flt Permitted	0.133						0.950	0.999				
Satd. Flow (perm)	481	5085	0	0	5085	1488	1522	4507	1344	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						184		3	102			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		212			343			172			193	
Travel Time (s)		4.8			7.8			3.4			3.8	
Confl. Peds. (#/hr)	22		30	30		22			1			
Peak Hour Factor	0.97	0.95	1.00	1.00	0.89	0.93	0.77	0.91	0.91	1.00	1.00	1.00
Adj. Flow (vph)	589	793	0	0	1370	442	394	2066	481	0	0	0
Shared Lane Traffic (%)							10%		10%			
Lane Group Flow (vph)	589	793	0	0	1370	442	355	2153	433	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		54			36			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	50	50			50	50	50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	D.P+P	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6 5			6		8 16	8 16				
Permitted Phases	6					6			8 16			
Detector Phase	5	6 5			6	6	8 16	8 16	8 16			
Switch Phase												
Minimum Initial (s)	4.0				4.0	4.0						

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	6.0	8.0	4.0	6.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0				20.0	20.0						
Total Split (s)	24.0				33.0	33.0						
Total Split (%)	20.0%				27.5%	27.5%						
Maximum Green (s)	20.0				29.0	29.0						
Yellow Time (s)	3.5				3.5	3.5						
All-Red Time (s)	0.5				0.5	0.5						
Lost Time Adjust (s)	-1.0				-2.0	-2.0						
Total Lost Time (s)	3.0				2.0	2.0						
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0				3.0	3.0						
Recall Mode	None				Max	Max						
Walk Time (s)					5.0	5.0						
Flash Dont Walk (s)					11.0	11.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)	51.0	54.0			31.0	31.0	59.0	59.0	59.0			
Actuated g/C Ratio	0.42	0.45			0.26	0.26	0.49	0.49	0.49			
v/c Ratio	0.82	0.35			1.04	0.85	0.47	0.97	0.61			
Control Delay	25.3	11.6			82.3	42.7	20.7	40.2	18.3			
Queue Delay	51.4	14.1			23.7	0.0	0.4	33.1	0.0			
Total Delay	76.6	25.7			106.0	42.7	21.0	73.2	18.3			
LOS	E	C			F	D	C	E	B			
Approach Delay		47.4			90.5			58.9				
Approach LOS		D			F			E				
Queue Length 50th (ft)	0	153			~426	216	166	637	154			
Queue Length 95th (ft)	m#258	m180			#510	#385	m197	#798	m265			
Internal Link Dist (ft)		132			263			92			113	
Turn Bay Length (ft)						136						
Base Capacity (vph)	721	2288			1313	520	748	2217	712			
Starvation Cap Reductn	209	1483			0	0	0	0	0			
Spillback Cap Reductn	0	0			338	0	104	221	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	1.15	0.99			1.41	0.85	0.55	1.08	0.61			

Intersection Summary

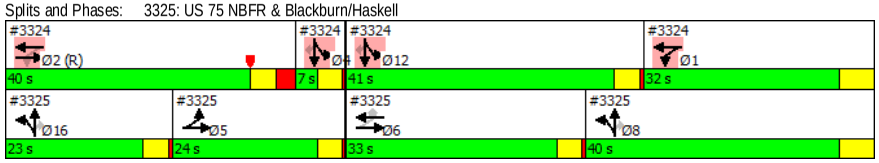
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 47 (39%), Referenced to phase 2:EBWB, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 65.6 Intersection LOS: E
Intersection Capacity Utilization 116.3% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Split (s)	41.0	23.2	20.0	42.0	12.0	12.0
Total Split (s)	32.0	40.0	7.0	40.0	41.0	23.0
Total Split (%)	27%	33%	6%	33%	34%	19%
Maximum Green (s)	27.0	33.8	3.0	35.0	37.0	19.0
Yellow Time (s)	5.0	3.6	3.5	5.0	3.5	3.5
All-Red Time (s)	0.0	2.6	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0	3.0
Recall Mode	Min	C-Max	None	Min	None	None
Walk Time (s)	4.0		5.0	4.0		
Flash Dont Walk (s)	32.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3325: US 75 NBFR & Blackburn/Haskell



Synchro™ Output - 2026 Background Plus Site Traffic: McKinney Two Way

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1351	109	0	49
Future Vol, veh/h	0	0	1351	109	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1468	118	0	53

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	793
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	284
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	284
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	20.6
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	284
HCM Lane V/C Ratio	-	-	0.188
HCM Control Delay (s)	-	-	20.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	245	1351	39	0
Future Vol, veh/h	0	0	245	1351	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	266	1468	42	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	1120	-
Stage 1	-	-	0	-
Stage 2	-	-	1120	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	270	0
Stage 1	-	-	-	0
Stage 2	-	-	246	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	270	-
Mov Cap-2 Maneuver	-	-	270	-
Stage 1	-	-	-	-
Stage 2	-	-	246	-

Approach	WB	NB
HCM Control Delay, s		20.8
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	270	-	-
HCM Lane V/C Ratio	0.157	-	-
HCM Control Delay (s)	20.8	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	960	136	0	1233	0	72
Future Vol, veh/h	960	136	0	1233	0	72
Conflicting Peds, #/hr	0	2	0	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1043	148	0	1340	0	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	600
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	381
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	380
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	380	-	-	-
HCM Lane V/C Ratio	0.206	-	-	-
HCM Control Delay (s)	16.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	81	44	114	92	93	251	47	57	37	4	68	5
Future Vol, veh/h	81	44	114	92	93	251	47	57	37	4	68	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	48	124	100	101	273	51	62	40	4	74	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11	15.2	10.7	10
HCM LOS	B	C	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	34%	21%	5%
Vol Thru, %	40%	18%	21%	88%
Vol Right, %	26%	48%	58%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	239	436	77
LT Vol	47	81	92	4
Through Vol	57	44	93	68
RT Vol	37	114	251	5
Lane Flow Rate	153	260	474	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.246	0.364	0.623	0.139
Departure Headway (Hd)	5.778	5.047	4.735	5.993
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	621	712	768	597
Service Time	3.826	3.088	2.735	4.048
HCM Lane V/C Ratio	0.246	0.365	0.617	0.141
HCM Control Delay	10.7	11	15.2	10
HCM Lane LOS	B	B	C	A
HCM 95th-tile Q	1	1.7	4.4	0.5

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1378	36	0	0	0	0	21	55	69	223	0
Future Vol, veh/h	18	1378	36	0	0	0	0	21	55	69	223	0
Conflicting Peds, #/hr	1	0	1	1	0	1	14	0	4	4	0	14
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	1498	39	0	0	0	0	23	60	75	242	0

Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	1	0	0				-	1559	773	655	1578	-
Stage 1	-	-	-				-	1558	-	1	1	-
Stage 2	-	-	-				-	1	-	654	1577	-
Critical Hdwy	5.34	-	-				-	6.54	7.14	6.44	6.54	-
Critical Hdwy Stg 1	-	-	-				-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-				-	4.02	3.92	3.82	4.02	-
Pot Cap-1 Maneuver	1153	-	-				0	549	*608	*624	529	0
Stage 1	-	-	-				0	559	-	-	-	0
Stage 2	-	-	-				0	-	-	*624	544	0
Platoon blocked, %		-	-					1	1	1	1	
Mov Cap-1 Maneuver	1153	-	-				-	539	*607	*536	519	-
Mov Cap-2 Maneuver	-	-	-				-	539	-	*536	519	-
Stage 1	-	-	-				-	549	-	-	-	-
Stage 2	-	-	-				-	-	-	*529	534	-

Approach	EB	NB	SB
HCM Control Delay, s	0.1	12.1	21.9
HCM LOS		B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	587	1153	-	-	523
HCM Lane V/C Ratio	0.141	0.017	-	-	0.607
HCM Control Delay (s)	12.1	8.2	-	-	21.9
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	4

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	5.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	44	96	68	238	36
Future Vol, veh/h	11	44	96	68	238	36
Conflicting Peds, #/hr	0	0	0	32	32	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	48	104	74	259	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	730	173	0	0	210	0
Stage 1	173	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	389	871	-	-	1361	-
Stage 1	857	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	305	848	-	-	1361	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	462	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	7.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	625	1361	-
HCM Lane V/C Ratio	-	-	0.096	0.19	-
HCM Control Delay (s)	-	-	11.4	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.7	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	11	170	41	38	204
Future Vol, veh/h	44	11	170	41	38	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	12	185	45	41	222

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	566	152	263	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	486	894	1301	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	415	894	1301	-	-	-
Mov Cap-2 Maneuver	415	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	570	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	6.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1301	-	465	-	-
HCM Lane V/C Ratio	0.142	-	0.129	-	-
HCM Control Delay (s)	8.2	0	13.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	114	0	0	574	622
Future Vol, veh/h	0	114	0	0	574	622
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	124	0	0	624	676

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	650		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	7.14		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.92		-	-
Pot Cap-1 Maneuver	0	353		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	353		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	20.6	0
HCM LOS	C	

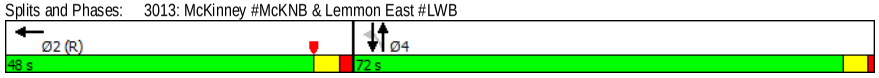
Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	353	-	-
HCM Lane V/C Ratio	0.351	-	-
HCM Control Delay (s)	20.6	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1762	37	77	512	0	0	442	83
Future Volume (vph)	0	0	0	0	1762	37	77	512	0	0	442	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt					0.995						0.979	
Flt Protected								0.993				
Satd. Flow (prot)	0	0	0	0	6371	0	0	3514	0	0	1824	0
Flt Permitted								0.580				
Satd. Flow (perm)	0	0	0	0	6371	0	0	2053	0	0	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6						1	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		510			756			457			444	
Travel Time (s)		9.9			14.7			10.4			10.1	
Confl. Peds. (#/hr)	4		6	6		4			29	29		
Peak Hour Factor	1.00	1.00	1.00	1.00	0.98	0.63	0.89	0.94	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1798	59	87	545	0	0	442	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1857	0	0	632	0	0	525	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1			1	
Detector Template												
Leading Detector (ft)					50		50	50			50	
Trailing Detector (ft)					0		0	0			0	
Detector 1 Position(ft)					0		0	0			0	
Detector 1 Size(ft)					50		50	50			50	
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0			0.0	
Detector 1 Queue (s)					0.0		0.0	0.0			0.0	
Detector 1 Delay (s)					0.0		0.0	0.0			0.0	
Turn Type					NA		Perm	NA			NA	
Protected Phases					2			4			4	
Permitted Phases							4					
Detector Phase					2		4	4			4	
Switch Phase												
Minimum Initial (s)					14.0		12.0	12.0			12.0	
Minimum Split (s)					19.5		16.5	16.5			16.5	
Total Split (s)					48.0		72.0	72.0			72.0	
Total Split (%)					40.0%		60.0%	60.0%			60.0%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					42.5		67.5	67.5			67.5	
Yellow Time (s)					3.5		3.5	3.5			3.5	
All-Red Time (s)					2.0		1.0	1.0			1.0	
Lost Time Adjust (s)					-1.5			-0.5			0.0	
Total Lost Time (s)					4.0			4.0			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2		0.2	0.2			0.2	
Recall Mode					C-Max		None	None			None	
Walk Time (s)					7.0		4.0	4.0			4.0	
Flash Dont Walk (s)					7.0		7.0	7.0			7.0	
Pedestrian Calls (#/hr)					0		0	0			0	
Act Effct Green (s)					69.5			42.5			42.0	
Actuated g/C Ratio					0.58			0.35			0.35	
v/c Ratio					0.50			0.87			0.82	
Control Delay					16.8			45.5			45.8	
Queue Delay					0.0			0.0			0.5	
Total Delay					16.8			45.5			46.4	
LOS					B			D			D	
Approach Delay					16.8			45.5			46.4	
Approach LOS					B			D			D	
Queue Length 50th (ft)					235			275			368	
Queue Length 95th (ft)					341			333			423	
Internal Link Dist (ft)		430			676			377			364	
Turn Bay Length (ft)												
Base Capacity (vph)					3691			1163			1026	
Starvation Cap Reductn					0			0			190	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.50			0.54			0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 28.0		Intersection LOS: C	
Intersection Capacity Utilization 81.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3013: McKinney #McKNB & Lemmon East #LWB

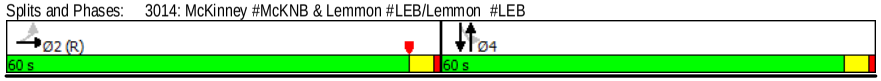


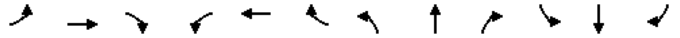
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	444	1263	0	0	0	0	0	326	87	80	442	0
Future Volume (vph)	444	1263	0	0	0	0	0	326	87	80	442	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.97							0.98		0.97		
Frt								0.965				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	5085	0	0	0	0	0	3355	0	1770	1863	0
Flt Permitted	0.950									0.369		
Satd. Flow (perm)	1715	5085	0	0	0	0	0	3355	0	669	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								20				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		651			637			693			457	
Travel Time (s)		12.7			12.4			15.8			10.4	
Confl. Peds. (#/hr)	12		7	7		12	10		20	20		10
Peak Hour Factor	0.96	0.93	1.00	1.00	1.00	1.00	1.00	0.97	0.85	1.00	1.00	1.00
Adj. Flow (vph)	463	1358	0	0	0	0	0	336	102	80	442	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	463	1358	0	0	0	0	0	438	0	80	442	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1		1	1	
Detector Template												
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	50	50						50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Detector Phase	2	2						4		4	4	
Switch Phase												
Minimum Initial (s)	14.0	14.0						14.0		14.0	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	18.5	18.5						18.5		18.5	18.5	
Total Split (s)	60.0	60.0						60.0		60.0	60.0	
Total Split (%)	50.0%	50.0%						50.0%		50.0%	50.0%	
Maximum Green (s)	55.5	55.5						55.5		55.5	55.5	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5						-0.5		0.0	0.0	
Total Lost Time (s)	4.0	4.0						4.0		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2		0.2	0.2	
Recall Mode	C-Max	C-Max						None		None	None	
Walk Time (s)	7.0	7.0						4.0		4.0	4.0	
Flash Dont Walk (s)	7.0	7.0						7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0						0		0	0	
Act Effct Green (s)	78.1	78.1						33.9		33.4	33.4	
Actuated g/C Ratio	0.65	0.65						0.28		0.28	0.28	
v/c Ratio	0.41	0.41						0.46		0.43	0.85	
Control Delay	4.1	3.2						33.7		39.5	53.0	
Queue Delay	0.0	0.0						0.0		0.0	0.1	
Total Delay	4.1	3.2						33.7		39.5	53.1	
LOS	A	A						C		D	D	
Approach Delay		3.4						33.7			51.0	
Approach LOS		A						C			D	
Queue Length 50th (ft)	37	39						96		33	185	
Queue Length 95th (ft)	71	65						125		48	191	
Internal Link Dist (ft)		571			557			613			377	
Turn Bay Length (ft)										150		
Base Capacity (vph)	1116	3311						1576		309	861	
Starvation Cap Reductn	0	0						0		0	30	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.41	0.41						0.28		0.26	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

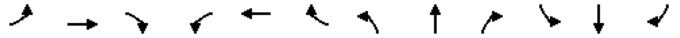
Splits and Phases: 3014: McKinney #McKNB & Lemmon #LEB/Lemmon #LEB





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	925	471	208	1662	0	0	0	0	103	549	652
Future Volume (vph)	0	925	471	208	1662	0	0	0	0	103	549	652
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor												0.97
Frt			0.850									0.850
Flt Protected				0.950	0.999					0.950	0.999	
Satd. Flow (prot)	0	6408	1583	1433	6029	0	0	0	0	1522	4801	1583
Flt Permitted				0.476	0.932					0.950	0.999	
Satd. Flow (perm)	0	6408	1583	718	5625	0	0	0	0	1522	4801	1529
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			554									122
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		402			270			252			209	
Travel Time (s)		7.8			5.3			4.9			4.1	
Confl. Peds. (#/hr)	5					5	10					10
Peak Hour Factor	1.00	0.93	0.85	0.91	0.97	1.00	1.00	1.00	1.00	0.75	0.91	0.96
Adj. Flow (vph)	0	995	554	229	1713	0	0	0	0	137	603	679
Shared Lane Traffic (%)				10%						10%		
Lane Group Flow (vph)	0	995	554	206	1736	0	0	0	0	123	617	679
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			20			12			12	
Link Offset(ft)		0			0			24			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		50	50	50	50					50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	custom	pm+pt	NA					Split	NA	custom
Protected Phases		2 12		1	1 2					4 14	4 14	12
Permitted Phases			2	1 2								4 14
Detector Phase		2 12	2	1	1 2					4 14	4 14	12
Switch Phase												
Minimum Initial (s)			15.0	1.0								4.0

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	14	18
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	5.0	8.0	8.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)			23.6	8.0								20.0
Total Split (s)			16.0	52.0								22.0
Total Split (%)			13.3%	43.3%								18.3%
Maximum Green (s)			7.4	47.0								18.0
Yellow Time (s)			3.7	5.0								3.5
All-Red Time (s)			4.9	0.0								0.5
Lost Time Adjust (s)			-1.0	-1.0								0.0
Total Lost Time (s)			7.6	4.0								4.0
Lead/Lag			Lead	Lag								Lag
Lead-Lag Optimize?			Yes	Yes								Yes
Vehicle Extension (s)			2.5	1.0								3.0
Recall Mode			C-Max	Min								Min
Walk Time (s)			4.0									5.0
Flash Dont Walk (s)			9.0									11.0
Pedestrian Calls (#/hr)			0									0
Act Effct Green (s)		30.4	8.4	60.8	60.8					23.1	23.1	43.2
Actuated g/C Ratio		0.25	0.07	0.51	0.51					0.19	0.19	0.36
v/c Ratio		0.61	0.88	0.31	0.58					0.42	0.67	1.07
Control Delay		41.5	21.5	5.0	7.9					47.2	48.4	82.9
Queue Delay		0.1	0.0	1.6	1.4					0.0	0.0	0.0
Total Delay		41.6	21.5	6.6	9.3					47.2	48.4	82.9
LOS		D	C	A	A					D	D	F
Approach Delay		34.4			9.0						64.8	
Approach LOS		C			A						E	
Queue Length 50th (ft)		198	0	74	278					93	166	~472
Queue Length 95th (ft)		236	#116	m76	m305					m122	m203	m#695
Internal Link Dist (ft)		322			190			172			129	
Turn Bay Length (ft)												
Base Capacity (vph)		1623	626	654	3012					303	956	637
Starvation Cap Reductn		0	0	294	1003					0	0	0
Spillback Cap Reductn		48	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.63	0.88	0.57	0.86					0.41	0.65	1.07

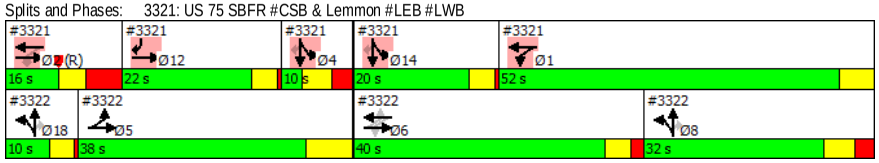
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 33.2		Intersection LOS: C	
Intersection Capacity Utilization 83.6%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Minimum Split (s)	41.1	13.6	20.3	39.1	20.0	20.0
Total Split (s)	10.0	38.0	40.0	32.0	20.0	10.0
Total Split (%)	8%	32%	33%	27%	17%	8%
Maximum Green (s)	2.9	31.4	34.7	24.9	16.0	6.0
Yellow Time (s)	4.1	6.6	3.6	4.2	3.5	3.5
All-Red Time (s)	3.0	0.0	1.7	2.9	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lag			Lead	Lead
Lead-Lag Optimize?		Yes			Yes	Yes
Vehicle Extension (s)	1.5	1.0	3.5	1.1	3.0	3.0
Recall Mode	Min	Min	Max	Min	None	None
Walk Time (s)	4.0		4.0	4.0	5.0	5.0
Flash Dont Walk (s)	30.0		11.0	28.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

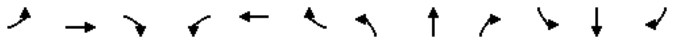
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3321: US 75 SBFR #CSB & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	351	692	0	5	1196	202	637	949	163	0	0	0
Future Volume (vph)	351	692	0	5	1196	202	637	949	163	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		230	0		0	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.81	0.81	1.00	0.81	0.81	0.81	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00				0.97			
Frt					0.978				0.850			
Flt Protected	0.950	0.990					0.950	0.989				
Satd. Flow (prot)	1433	5975	0	0	7378	0	1522	4753	1583	0	0	0
Flt Permitted	0.112	0.752			0.924		0.950	0.989				
Satd. Flow (perm)	169	4539	0	0	6817	0	1522	4753	1543	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					37				165			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		270			556			200			239	
Travel Time (s)		5.3			10.8			3.9			4.7	
Confl. Peds. (#/hr)			3	3					12	12		
Peak Hour Factor	0.84	0.88	1.00	1.00	0.88	0.86	0.88	0.90	0.89	1.00	1.00	1.00
Adj. Flow (vph)	418	786	0	5	1359	235	724	1054	183	0	0	0
Shared Lane Traffic (%)	50%						40%					
Lane Group Flow (vph)	209	995	0	0	1599	0	434	1344	183	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50	50			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	50	50		50	50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm			
Protected Phases	5	5 6			6		8 18	8 18				
Permitted Phases	5 6			6	6				8 18			
Detector Phase	5	5 6		6	6		8 18	8 18	8 18			
Switch Phase												
Minimum Initial (s)	5.0			8.0	8.0							

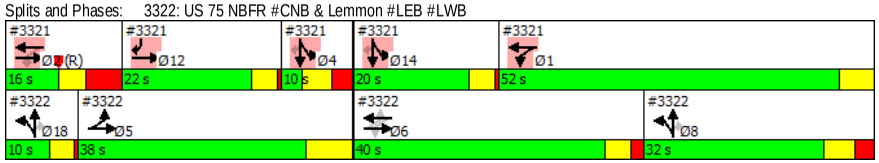
Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Turn Type							
Protected Phases	1	2	4	8	12	14	18
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	1.0	15.0	8.0	8.0	4.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.6			20.3	20.3							
Total Split (s)	38.0			40.0	40.0							
Total Split (%)	31.7%			33.3%	33.3%							
Maximum Green (s)	31.4			34.7	34.7							
Yellow Time (s)	6.6			3.6	3.6							
All-Red Time (s)	0.0			1.7	1.7							
Lost Time Adjust (s)	-1.0				-1.0							
Total Lost Time (s)	5.6				4.3							
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	1.0			3.5	3.5							
Recall Mode	Min			Max	Max							
Walk Time (s)				4.0	4.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	66.8	66.8			35.7		35.9	35.9	35.9			
Actuated g/C Ratio	0.56	0.56			0.30		0.30	0.30	0.30			
v/c Ratio	0.48	0.34			0.78		0.95	0.95	0.32			
Control Delay	7.6	4.3			35.2		51.7	36.9	3.2			
Queue Delay	1.5	0.1			16.9		0.0	0.0	0.0			
Total Delay	9.1	4.4			52.1		51.7	36.9	3.2			
LOS	A	A			D		D	D	A			
Approach Delay		5.2			52.1			37.0				
Approach LOS		A			D			D				
Queue Length 50th (ft)	7	5			285		343	348	12			
Queue Length 95th (ft)	14	6			313		m#546	#487	m16			
Internal Link Dist (ft)		190			476			120			159	
Turn Bay Length (ft)												
Base Capacity (vph)	435	2914			2054		455	1421	577			
Starvation Cap Reductn	101	830			0		0	0	0			
Spillback Cap Reductn	0	0			486		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.63	0.48			1.02		0.95	0.95	0.32			

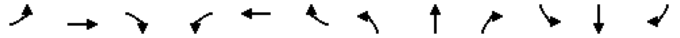
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 8 (7%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 34.0		Intersection LOS: C	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3322: US 75 NBFR #CNB & Lemmon #LEB #LWB



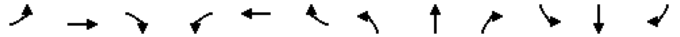
Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Minimum Split (s)	8.0	23.6	41.1	39.1	20.0	20.0	20.0
Total Split (s)	52.0	16.0	10.0	32.0	22.0	20.0	10.0
Total Split (%)	43%	13%	8%	27%	18%	17%	8%
Maximum Green (s)	47.0	7.4	2.9	24.9	18.0	16.0	6.0
Yellow Time (s)	5.0	3.7	4.1	4.2	3.5	3.5	3.5
All-Red Time (s)	0.0	4.9	3.0	2.9	0.5	0.5	0.5
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag	Lead			Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.5	1.5	1.1	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	Min	Min	None	None
Walk Time (s)		4.0	4.0	4.0	5.0	5.0	5.0
Flash Dont Walk (s)		9.0	30.0	28.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	700	342	544	630	0	0	0	0	642	2125	603
Future Volume (vph)	0	700	342	544	630	0	0	0	0	642	2125	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	119		119	0		0	0		0	0		0
Storage Lanes	1		0	2		0	0		0	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.99		1.00								0.94
Frt		0.947										0.850
Flt Protected				0.950						0.950	0.999	
Satd. Flow (prot)	0	5992	0	3433	5085	0	0	0	0	1522	4801	1583
Flt Permitted				0.192						0.950	0.999	
Satd. Flow (perm)	0	5992	0	692	5085	0	0	0	0	1522	4801	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9										111
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		154			212			193			178	
Travel Time (s)		3.5			4.8			3.8			3.5	
Confl. Peds. (#/hr)	49		14	14		49						24
Peak Hour Factor	1.00	0.94	0.84	0.83	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.93
Adj. Flow (vph)	0	745	407	655	692	0	0	0	0	662	2237	648
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1152	0	655	692	0	0	0	0	596	2303	648
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		60			54			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		50		50	50					50	50	50
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		50		50	50					50	50	50
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		pm+pt	NA					Split	NA	Perm
Protected Phases		2		1	1 2					4 12	4 12	
Permitted Phases				1 2								4 12
Detector Phase		2		1	1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		8.0		6.0								

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	6.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		23.2		41.0								
Total Split (s)		26.0		28.0								
Total Split (%)		21.7%		23.3%								
Maximum Green (s)		19.8		23.0								
Yellow Time (s)		3.6		5.0								
All-Red Time (s)		2.6		0.0								
Lost Time Adjust (s)		-1.0		-1.0								
Total Lost Time (s)		5.2		4.0								
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0								
Recall Mode		C-Max		Min								
Walk Time (s)				4.0								
Flash Dont Walk (s)				32.0								
Pedestrian Calls (#/hr)				0								
Act Effct Green (s)		20.8		46.0	50.0					63.0	63.0	62.0
Actuated g/C Ratio		0.17		0.38	0.42					0.52	0.52	0.52
v/c Ratio		1.44dr		0.81	0.33					0.75	0.91	0.79
Control Delay		98.4		38.7	29.2					28.7	31.8	27.1
Queue Delay		1.6		52.0	36.7					0.0	0.0	0.0
Total Delay		100.0		90.7	65.9					28.7	31.8	27.1
LOS		F		F	E					C	C	C
Approach Delay		100.0			78.0						30.4	
Approach LOS		F			E						C	
Queue Length 50th (ft)		~299		260	192					391	555	323
Queue Length 95th (ft)		#376		m294	m228					548	646	475
Internal Link Dist (ft)		74			132			113			98	
Turn Bay Length (ft)												
Base Capacity (vph)		1046		813	2118					799	2520	818
Starvation Cap Reductn		0		310	1464					0	0	0
Spillback Cap Reductn		279		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.50		1.30	1.06					0.75	0.91	0.79

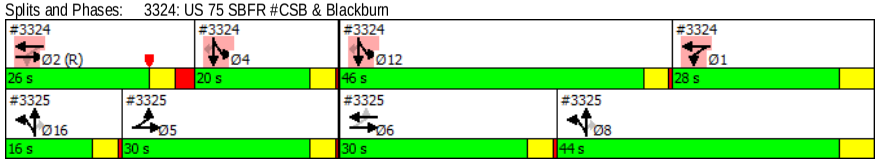
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 54.3		Intersection LOS: D	
Intersection Capacity Utilization 110.1%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Minimum Split (s)	20.0	8.0	20.0	42.0	12.0	12.0
Total Split (s)	20.0	30.0	30.0	44.0	46.0	16.0
Total Split (%)	17%	25%	25%	37%	38%	13%
Maximum Green (s)	16.0	26.0	26.0	39.0	42.0	12.0
Yellow Time (s)	3.5	3.5	3.5	5.0	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	Max	Min	None	None
Walk Time (s)	5.0		5.0	4.0		
Flash Dont Walk (s)	11.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

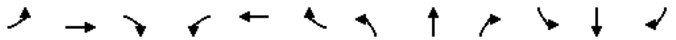
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3324: US 75 SBFR #CSB & Blackburn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	473	850	0	0	867	403	274	1679	355	0	0	0
Future Volume (vph)	473	850	0	0	867	403	274	1679	355	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		136	0		0	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	0.81	0.86	0.81	0.86	1.00	1.00	1.00
Ped Bike Factor					0.98			1.00	0.98			
Frt					0.952			0.996	0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	5085	0	0	7013	0	1522	4502	1362	0	0	0
Flt Permitted	0.148						0.950	0.999				
Satd. Flow (perm)	535	5085	0	0	7013	0	1522	4502	1335	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21			4	102			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		212			343			172			193	
Travel Time (s)		4.8			7.8			3.4			3.8	
Confl. Peds. (#/hr)	28		8	8		28			8			
Peak Hour Factor	0.85	0.85	1.00	1.00	0.93	0.92	0.86	0.90	0.72	1.00	1.00	1.00
Adj. Flow (vph)	556	1000	0	0	932	438	319	1866	493	0	0	0
Shared Lane Traffic (%)							10%		10%			
Lane Group Flow (vph)	556	1000	0	0	1370	0	287	1947	444	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		54			36			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50		50	50	50			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	50	50			50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	D.P+P	NA			NA		Split	NA	Perm			
Protected Phases	5	6 5			6		8 16	8 16				
Permitted Phases	6								8 16			
Detector Phase	5	6 5			6		8 16	8 16	8 16			
Switch Phase												
Minimum Initial (s)	4.0				4.0							

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	6.0	8.0	4.0	6.0	4.0	4.0

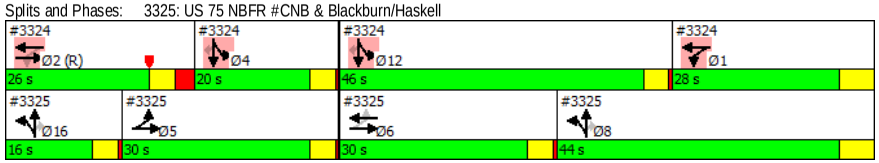


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0				20.0							
Total Split (s)	30.0				30.0							
Total Split (%)	25.0%				25.0%							
Maximum Green (s)	26.0				26.0							
Yellow Time (s)	3.5				3.5							
All-Red Time (s)	0.5				0.5							
Lost Time Adjust (s)	-1.0				-2.0							
Total Lost Time (s)	3.0				2.0							
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0				3.0							
Recall Mode	None				Max							
Walk Time (s)					5.0							
Flash Dont Walk (s)					11.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	54.0	57.0			28.0		56.0	56.0	56.0			
Actuated g/C Ratio	0.45	0.48			0.23		0.47	0.47	0.47			
v/c Ratio	0.62	0.41			1.14dr		0.40	0.93	0.66			
Control Delay	17.6	12.8			48.2		31.9	48.8	33.2			
Queue Delay	54.0	50.9			21.6		0.6	29.9	0.0			
Total Delay	71.5	63.7			69.8		32.4	78.7	33.2			
LOS	E	E			E		C	E	C			
Approach Delay		66.5			69.8			66.2				
Approach LOS		E			E			E				
Queue Length 50th (ft)	128	181			246		206	625	281			
Queue Length 95th (ft)	m156	m204			285		m258	m684	294			
Internal Link Dist (ft)		132			263			92			113	
Turn Bay Length (ft)												
Base Capacity (vph)	892	2415			1652		710	2103	677			
Starvation Cap Reductn	403	1555			0		0	0	0			
Spillback Cap Reductn	0	0			326		165	272	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	1.14	1.16			1.03		0.53	1.06	0.66			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 67.1		Intersection LOS: E	
Intersection Capacity Utilization 110.1%		ICU Level of Service H	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3325: US 75 NBFR #CNB & Blackburn/Haskell



Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Split (s)	41.0	23.2	20.0	42.0	12.0	12.0
Total Split (s)	28.0	26.0	20.0	44.0	46.0	16.0
Total Split (%)	23%	22%	17%	37%	38%	13%
Maximum Green (s)	23.0	19.8	16.0	39.0	42.0	12.0
Yellow Time (s)	5.0	3.6	3.5	5.0	3.5	3.5
All-Red Time (s)	0.0	2.6	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0	3.0
Recall Mode	Min	C-Max	None	Min	None	None
Walk Time (s)	4.0		5.0	4.0		
Flash Dont Walk (s)	32.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1180	87	0	157
Future Vol, veh/h	0	0	1180	87	0	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1283	95	0	171

Major/Minor		Major2		Minor2	
Conflicting Flow All		-	0	-	689
Stage 1		-	-	-	-
Stage 2		-	-	-	-
Critical Hdwy		-	-	-	7.14
Critical Hdwy Stg 1		-	-	-	-
Critical Hdwy Stg 2		-	-	-	-
Follow-up Hdwy		-	-	-	3.92
Pot Cap-1 Maneuver		-	-	0	333
Stage 1		-	-	0	-
Stage 2		-	-	0	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver		-	-	-	333
Mov Cap-2 Maneuver		-	-	-	-
Stage 1		-	-	-	-
Stage 2		-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	26.6
HCM LOS		D

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	333
HCM Lane V/C Ratio	-	-	0.512
HCM Control Delay (s)	-	-	26.6
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	2.8

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	96	1180	95	0
Future Vol, veh/h	0	0	96	1180	95	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	104	1283	103	0

Major/Minor		Major2		Minor1	
Conflicting Flow All		0	0	722	-
Stage 1		-	-	0	-
Stage 2		-	-	722	-
Critical Hdwy		5.34	-	5.74	-
Critical Hdwy Stg 1		-	-	-	-
Critical Hdwy Stg 2		-	-	6.04	-
Follow-up Hdwy		3.12	-	3.82	-
Pot Cap-1 Maneuver		-	-	427	0
Stage 1		-	-	-	0
Stage 2		-	-	402	0
Platoon blocked, %			-		
Mov Cap-1 Maneuver		-	-	427	-
Mov Cap-2 Maneuver		-	-	427	-
Stage 1		-	-	-	-
Stage 2		-	-	402	-

Approach	WB	NB
HCM Control Delay, s		16.1
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	427	-	-
HCM Lane V/C Ratio	0.242	-	-
HCM Control Delay (s)	16.1	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.9	-	-

Intersection	
Int Delay, s/veh	14.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1192	24	0	1099	0	347
Future Vol, veh/h	1192	24	0	1099	0	347
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1296	26	0	1195	0	377

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	662
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	~ 347
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 347
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	108.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	347	-	-	-
HCM Lane V/C Ratio	1.087	-	-	-
HCM Control Delay (s)	108.8	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	13.9	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	91	62	64	56	133	45	134	178	62	55	72
Future Vol, veh/h	22	91	62	64	56	133	45	134	178	62	55	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	99	67	70	61	145	49	146	193	67	60	78
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.7	13.1	15.7	11.8
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	13%	25%	33%
Vol Thru, %	38%	52%	22%	29%
Vol Right, %	50%	35%	53%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	357	175	253	189
LT Vol	45	22	64	62
Through Vol	134	91	56	55
RT Vol	178	62	133	72
Lane Flow Rate	388	190	275	205
Geometry Grp	1	1	1	1
Degree of Util (X)	0.579	0.312	0.433	0.33
Departure Headway (Hd)	5.371	5.908	5.668	5.788
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	667	603	630	614
Service Time	3.448	4.005	3.755	3.881
HCM Lane V/C Ratio	0.582	0.315	0.437	0.334
HCM Control Delay	15.7	11.7	13.1	11.8
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.7	1.3	2.2	1.4

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	2588	16	0	0	0	0	32	144	37	75	0
Future Vol, veh/h	67	2588	16	0	0	0	0	32	144	37	75	0
Conflicting Peds, #/hr	8	0	6	6	0	8	15	0	6	6	0	15
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	2813	17	0	0	0	0	35	157	40	82	0

Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	8	0	0				-	2981	1427	1302	2990	-
Stage 1	-	-	-				-	2973	-	8	8	-
Stage 2	-	-	-				-	8	-	1294	2982	-
Critical Hdwy	5.34	-	-				-	6.54	7.14	6.44	6.54	-
Critical Hdwy Stg 1	-	-	-				-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-				-	4.02	3.92	3.82	4.02	-
Pot Cap-1 Maneuver	1144	-	-				0	*286	*293	*301	*286	0
Stage 1	-	-	-				0	*286	-	-	-	0
Stage 2	-	-	-				0	-	-	*301	*286	0
Platoon blocked, %		-	-					1	1	1	1	
Mov Cap-1 Maneuver	1144	-	-				-	*264	*292	*119	*264	-
Mov Cap-2 Maneuver	-	-	-				-	*264	-	*119	*264	-
Stage 1	-	-	-				-	*266	-	-	-	-
Stage 2	-	-	-				-	-	-	*114	*266	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	39.7	53.8
HCM LOS		E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	286	1144	-	-	188
HCM Lane V/C Ratio	0.669	0.064	-	-	0.648
HCM Control Delay (s)	39.7	8.4	-	-	53.8
HCM Lane LOS	E	A	-	-	F
HCM 95th %tile Q(veh)	4.4	0.2	-	-	3.8

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	279	77	13	47	135
Future Vol, veh/h	70	279	77	13	47	135
Conflicting Peds, #/hr	0	0	0	26	26	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	303	84	14	51	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	366	117	0	0	124	0
Stage 1	117	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	634	935	-	-	1463	-
Stage 1	908	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	597	915	-	-	1463	-
Mov Cap-2 Maneuver	597	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	762	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	827	1463	-
HCM Lane V/C Ratio	-	-	0.459	0.035	-
HCM Control Delay (s)	-	-	13	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2.4	0.1	-

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	279	70	33	74	88	40
Future Vol, veh/h	279	70	33	74	88	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	303	76	36	80	96	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	269	117	139	0	-	0
Stage 1	117	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	720	935	1445	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	701	935	1445	-	-	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	853	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1445	-	738	-	-
HCM Lane V/C Ratio	0.025	-	0.514	-	-
HCM Control Delay (s)	7.6	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	3	-	-

Intersection	
Int Delay, s/veh	49.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	504	0	0	689	188
Future Vol, veh/h	0	504	0	0	689	188
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	548	0	0	749	204

Major/Minor	Minor2			Major2		
Conflicting Flow All	-	477			-	0
Stage 1	-	-			-	-
Stage 2	-	-			-	-
Critical Hdwy	-	7.14			-	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			-	-
Follow-up Hdwy	-	3.92			-	-
Pot Cap-1 Maneuver	0	~ 457			-	-
Stage 1	0	-			-	-
Stage 2	0	-			-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	~ 457			-	-
Mov Cap-2 Maneuver	-	-			-	-
Stage 1	-	-			-	-
Stage 2	-	-			-	-

Approach	EB	SB
HCM Control Delay, s	136.6	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	457	-	-
HCM Lane V/C Ratio	1.199	-	-
HCM Control Delay (s)	136.6	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	21.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

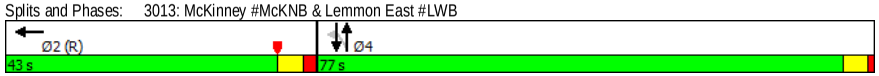
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1613	174	119	887	0	0	731	101
Future Volume (vph)	0	0	0	0	1613	174	119	887	0	0	731	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99							
Frt					0.980						0.984	
Flt Protected								0.994				
Satd. Flow (prot)	0	0	0	0	6219	0	0	3518	0	0	1833	0
Flt Permitted								0.560				
Satd. Flow (perm)	0	0	0	0	6219	0	0	1982	0	0	1833	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					34							
Link Speed (mph)		35			30			30			30	
Link Distance (ft)		510			747			457			444	
Travel Time (s)		9.9			17.0			10.4			10.1	
Confl. Peds. (#/hr)	24		15	15		24			44	44		
Peak Hour Factor	1.00	1.00	1.00	1.00	0.91	0.64	0.89	0.93	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1773	272	134	954	0	0	731	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2045	0	0	1088	0	0	832	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1		1	1			1	
Detector Template												
Leading Detector (ft)					50		50	50			50	
Trailing Detector (ft)					0		0	0			0	
Detector 1 Position(ft)					0		0	0			0	
Detector 1 Size(ft)					50		50	50			50	
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0			0.0	
Detector 1 Queue (s)					0.0		0.0	0.0			0.0	
Detector 1 Delay (s)					0.0		0.0	0.0			0.0	
Turn Type					NA		Perm	NA			NA	
Protected Phases					2			4			4	
Permitted Phases							4					
Detector Phase					2		4	4			4	
Switch Phase												
Minimum Initial (s)					14.0		12.0	12.0			12.0	
Minimum Split (s)					19.5		16.5	16.5			16.5	
Total Split (s)					43.0		77.0	77.0			77.0	
Total Split (%)					35.8%		64.2%	64.2%			64.2%	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)					37.5		72.5	72.5			72.5	
Yellow Time (s)					3.5		3.5	3.5			3.5	
All-Red Time (s)					2.0		1.0	1.0			1.0	
Lost Time Adjust (s)					-1.5			-0.5			0.0	
Total Lost Time (s)					4.0			4.0			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					0.2		0.2	0.2			0.2	
Recall Mode					C-Max		None	None			None	
Walk Time (s)					7.0		4.0	4.0			4.0	
Flash Dont Walk (s)					7.0		7.0	7.0			7.0	
Pedestrian Calls (#/hr)					0		0	0			0	
Act Effct Green (s)					40.7			71.3			70.8	
Actuated g/C Ratio					0.34			0.59			0.59	
v/c Ratio					0.96			0.92			0.77	
Control Delay					41.1			34.6			24.1	
Queue Delay					0.0			9.5			49.4	
Total Delay					41.1			44.1			73.5	
LOS					D			D			E	
Approach Delay					41.1			44.1			73.5	
Approach LOS					D			D			E	
Queue Length 50th (ft)					~440			400			439	
Queue Length 95th (ft)					m#540			#548			611	
Internal Link Dist (ft)		430			667			377			364	
Turn Bay Length (ft)												
Base Capacity (vph)					2133			1205			1107	
Starvation Cap Reductn					0			83			349	
Spillback Cap Reductn					0			109			64	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.96			0.99			1.10	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 26 (22%), Referenced to phase 2:WBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 48.7		Intersection LOS: D	
Intersection Capacity Utilization 109.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3013: McKinney #McKNB & Lemmon East #LWB



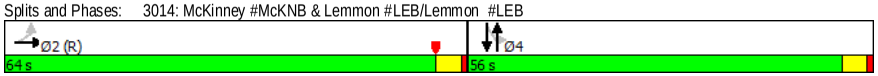
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	494	2381	0	0	0	0	0	670	146	154	731	0
Future Volume (vph)	494	2381	0	0	0	0	0	670	146	154	731	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99							0.97				
Frt								0.972				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	5085	0	0	0	0	0	3351	0	1770	1863	0
Flt Permitted	0.950									0.194		
Satd. Flow (perm)	1756	5085	0	0	0	0	0	3351	0	361	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								1				
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		651			623			693			457	
Travel Time (s)		14.8			12.1			15.8			10.4	
Confl. Peds. (#/hr)	3		24	24		3	31		40	40		31
Peak Hour Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.94	0.90	1.00	1.00	1.00
Adj. Flow (vph)	520	2506	0	0	0	0	0	713	162	154	731	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	520	2506	0	0	0	0	0	875	0	154	731	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1						1		1	1	
Detector Template												
Leading Detector (ft)	50	50						50		50	50	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	50	50						50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		2						4			4	
Permitted Phases	2									4		
Detector Phase	2	2						4		4	4	
Switch Phase												
Minimum Initial (s)	14.0	14.0						14.0		14.0	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	18.5	18.5						18.5		18.5	18.5	
Total Split (s)	64.0	64.0						56.0		56.0	56.0	
Total Split (%)	53.3%	53.3%						46.7%		46.7%	46.7%	
Maximum Green (s)	59.5	59.5						51.5		51.5	51.5	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5						-0.5		0.0	0.0	
Total Lost Time (s)	4.0	4.0						4.0		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2						0.2		0.2	0.2	
Recall Mode	C-Max	C-Max						None		None	None	
Walk Time (s)	7.0	7.0						4.0		4.0	4.0	
Flash Dont Walk (s)	7.0	7.0						7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0						0		0	0	
Act Effct Green (s)	61.7	61.7						50.3		49.8	49.8	
Actuated g/C Ratio	0.51	0.51						0.42		0.42	0.42	
v/c Ratio	0.58	0.96						0.62		1.03	0.95	
Control Delay	13.7	24.9						32.6		108.6	50.0	
Queue Delay	0.3	0.0						9.7		0.0	13.7	
Total Delay	14.0	24.9						42.4		108.6	63.7	
LOS	B	C						D		F	E	
Approach Delay		23.1						42.4			71.5	
Approach LOS		C						D			E	
Queue Length 50th (ft)	124	225						346		64	301	
Queue Length 95th (ft)	158	#819						m277		m#214	#759	
Internal Link Dist (ft)		571			543			613			377	
Turn Bay Length (ft)										150		
Base Capacity (vph)	902	2612						1452		154	799	
Starvation Cap Reductn	76	0						0		0	73	
Spillback Cap Reductn	0	0						547		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.63	0.96						0.97		1.00	1.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 16 (13%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 35.6		Intersection LOS: D	
Intersection Capacity Utilization 91.9%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

CityPlace PD 375 TIA
Lanes, Volumes, Timings
2026 - Background (2-Way McKinney) +Site - PM
3014: McKinney #McKNB & Lemmon #LEB/Lemmon #LEB

Splits and Phases: 3014: McKinney #McKNB & Lemmon #LEB/Lemmon #LEB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1971	802	161	1215	0	0	0	0	212	665	494
Future Volume (vph)	0	1971	802	161	1215	0	0	0	0	212	665	494
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor			0.98									0.95
Frt			0.850									0.850
Flt Protected				0.950	0.999					0.950	0.998	
Satd. Flow (prot)	0	6408	1583	1433	6029	0	0	0	0	1522	4796	1583
Flt Permitted				0.260	0.932					0.950	0.998	
Satd. Flow (perm)	0	6408	1551	392	5625	0	0	0	0	1522	4796	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			513									200
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		402			270			252			209	
Travel Time (s)		9.1			5.3			4.9			4.1	
Confl. Peds. (#/hr)	10		3	3		10	18					18
Peak Hour Factor	1.00	0.92	0.95	0.96	0.90	1.00	1.00	1.00	1.00	0.86	0.83	0.81
Adj. Flow (vph)	0	2142	844	168	1350	0	0	0	0	247	801	610
Shared Lane Traffic (%)				10%						10%		
Lane Group Flow (vph)	0	2142	844	151	1367	0	0	0	0	222	826	610
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			20			12			12	
Link Offset(ft)		0			0			24			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template												
Leading Detector (ft)		50	50	50	50					50	50	50
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		50	50	50	50					50	50	50
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Turn Type		NA	custom	pm+pt	NA					Split	NA	custom
Protected Phases		2 12		1	1 2					4 14	4 14	12
Permitted Phases			2	1 2								4 14
Detector Phase		2 12	2	1	1 2					4 14	4 14	12
Switch Phase												
Minimum Initial (s)			15.0	1.0								4.0

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	14	18
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	8.0	5.0	8.0	8.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)			23.6	8.0								20.0
Total Split (s)			23.0	39.0								29.0
Total Split (%)			19.2%	32.5%								24.2%
Maximum Green (s)			14.4	34.0								25.0
Yellow Time (s)			3.7	5.0								3.5
All-Red Time (s)			4.9	0.0								0.5
Lost Time Adjust (s)			-1.0	-1.0								0.0
Total Lost Time (s)			7.6	4.0								4.0
Lead/Lag			Lead	Lag								Lag
Lead-Lag Optimize?			Yes	Yes								Yes
Vehicle Extension (s)			2.5	1.0								3.0
Recall Mode			C-Max	Min								Min
Walk Time (s)			4.0									5.0
Flash Dont Walk (s)			9.0									11.0
Pedestrian Calls (#/hr)			0									0
Act Effct Green (s)		44.4	15.4	54.0	54.0					22.9	22.9	50.0
Actuated g/C Ratio		0.37	0.13	0.45	0.45					0.19	0.19	0.42
v/c Ratio		0.90	1.31	0.31	0.52					0.77	0.90	0.80
Control Delay		39.6	172.3	3.8	5.3					63.6	61.2	27.6
Queue Delay		2.9	0.0	1.1	0.3					0.0	0.0	0.0
Total Delay		42.5	172.3	4.8	5.6					63.6	61.2	27.6
LOS		D	F	A	A					E	E	C
Approach Delay		79.2			5.5						49.2	
Approach LOS		E			A						D	
Queue Length 50th (ft)		358	~639	28	182					194	247	289
Queue Length 95th (ft)		m403	m#751	m27	m163					m241	m259	m322
Internal Link Dist (ft)		322			190			172			129	
Turn Bay Length (ft)												
Base Capacity (vph)		2370	646	480	2649					290	915	759
Starvation Cap Reductn		0	0	165	613					0	0	0
Spillback Cap Reductn		147	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.96	1.31	0.48	0.67					0.77	0.90	0.80

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 53.0		Intersection LOS: D	
Intersection Capacity Utilization 102.2%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

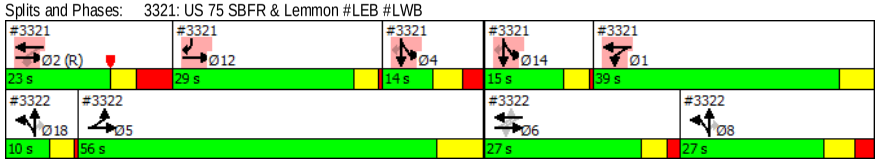
CityPlace PD 375 TIA
Lanes, Volumes, Timings
2026 - Background (2-Way McKinney) +Site - PM
3321: US 75 SBFR & Lemmon #LEB #LWB

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø14	Ø18
Minimum Split (s)	41.1	13.6	20.3	39.1	20.0	20.0
Total Split (s)	14.0	56.0	27.0	27.0	15.0	10.0
Total Split (%)	12%	47%	23%	23%	13%	8%
Maximum Green (s)	6.9	49.4	21.7	19.9	11.0	6.0
Yellow Time (s)	4.1	6.6	3.6	4.2	3.5	3.5
All-Red Time (s)	3.0	0.0	1.7	2.9	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lag			Lead	Lead
Lead-Lag Optimize?		Yes			Yes	Yes
Vehicle Extension (s)	1.5	1.0	3.5	1.1	3.0	3.0
Recall Mode	Min	Min	Max	Min	None	None
Walk Time (s)	4.0		4.0	4.0	5.0	5.0
Flash Dont Walk (s)	30.0		11.0	28.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

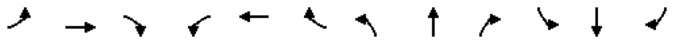
Splits and Phases: 3321: US 75 SBFR & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	642	1560	0	4	797	143	626	730	346	0	0	0
Future Volume (vph)	642	1560	0	4	797	143	626	730	346	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		230	0		0	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	0.81	0.81	1.00	0.81	0.81	0.81	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00				0.97			
Frt					0.972				0.850			
Flt Protected	0.950	0.991					0.950	0.986				
Satd. Flow (prot)	1433	5981	0	0	7314	0	1522	4739	1583	0	0	0
Flt Permitted	0.176	0.756			0.908		0.950	0.986				
Satd. Flow (perm)	265	4562	0	0	6641	0	1522	4739	1540	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					42				236			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		270			556			200			239	
Travel Time (s)		5.3			10.8			3.9			4.7	
Confl. Peds. (#/hr)	1		7	7		1			14	14		
Peak Hour Factor	0.83	0.94	1.00	1.00	0.87	0.69	0.95	0.91	0.95	1.00	1.00	1.00
Adj. Flow (vph)	773	1660	0	4	916	207	659	802	364	0	0	0
Shared Lane Traffic (%)	50%						46%					
Lane Group Flow (vph)	386	2047	0	0	1127	0	356	1105	364	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1			
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50	50			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	50	50		50	50		50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm			
Protected Phases	5	5 6			6		8 18	8 18				
Permitted Phases	5 6			6	6				8 18			
Detector Phase	5	5 6		6	6		8 18	8 18	8 18			
Switch Phase												
Minimum Initial (s)	5.0			8.0	8.0							

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Ped Bike Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Confl. Peds. (#/hr)							
Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Turn Type							
Protected Phases	1	2	4	8	12	14	18
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	1.0	15.0	8.0	8.0	4.0	4.0	4.0

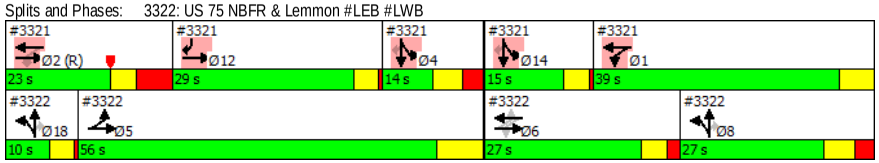
CityPlace PD 375 TIA
Lanes, Volumes, Timings
2026 - Background (2-Way McKinney) +Site - PM
3322: US 75 NBFR & Lemmon #LEB #LWB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	13.6			20.3	20.3							
Total Split (s)	56.0			27.0	27.0							
Total Split (%)	46.7%			22.5%	22.5%							
Maximum Green (s)	49.4			21.7	21.7							
Yellow Time (s)	6.6			3.6	3.6							
All-Red Time (s)	0.0			1.7	1.7							
Lost Time Adjust (s)	-1.0				-1.0							
Total Lost Time (s)	5.6				4.3							
Lead/Lag	Lag											
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	1.0			3.5	3.5							
Recall Mode	Min			Max	Max							
Walk Time (s)				4.0	4.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	71.8	71.8			22.7		30.9	30.9	30.9			
Actuated g/C Ratio	0.60	0.60			0.19		0.26	0.26	0.26			
v/c Ratio	0.59	0.62			0.87		0.91	0.91	0.64			
Control Delay	3.7	3.4			55.7		45.6	33.0	8.7			
Queue Delay	2.2	0.3			0.7		0.0	0.0	0.0			
Total Delay	5.9	3.8			56.4		45.6	33.0	8.7			
LOS	A	A			E		D	C	A			
Approach Delay		4.1			56.4			30.6				
Approach LOS		A			E			C				
Queue Length 50th (ft)	13	3			217		297	308	91			
Queue Length 95th (ft)	m2	3			242		m#387	m#348	m98			
Internal Link Dist (ft)		190			476			120			159	
Turn Bay Length (ft)												
Base Capacity (vph)	649	3325			1290		391	1220	571			
Starvation Cap Reductn	145	599			0		0	0	0			
Spillback Cap Reductn	0	0			34		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.77	0.75			0.90		0.91	0.91	0.64			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 24.0		Intersection LOS: C	
Intersection Capacity Utilization 74.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3322: US 75 NBFR & Lemmon #LEB #LWB

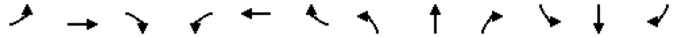


Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø14	Ø18
Minimum Split (s)	8.0	23.6	41.1	39.1	20.0	20.0	20.0
Total Split (s)	39.0	23.0	14.0	27.0	29.0	15.0	10.0
Total Split (%)	33%	19%	12%	23%	24%	13%	8%
Maximum Green (s)	34.0	14.4	6.9	19.9	25.0	11.0	6.0
Yellow Time (s)	5.0	3.7	4.1	4.2	3.5	3.5	3.5
All-Red Time (s)	0.0	4.9	3.0	2.9	0.5	0.5	0.5
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag	Lead			Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.5	1.5	1.1	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	Min	Min	None	None
Walk Time (s)		4.0	4.0	4.0	5.0	5.0	5.0
Flash Dont Walk (s)		9.0	30.0	28.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	968	472	855	740	0	0	0	0	421	1568	359
Future Volume (vph)	0	968	472	855	740	0	0	0	0	421	1568	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	119		119	0		0	0		0	0		0
Storage Lanes	1		0	2		0	0		0	1		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.99		1.00								0.98
Frt		0.952										0.850
Flt Protected				0.950						0.950	0.999	
Satd. Flow (prot)	0	6011	0	3433	5085	0	0	0	0	1522	4801	1583
Flt Permitted				0.115						0.950	0.999	
Satd. Flow (perm)	0	6011	0	415	5085	0	0	0	0	1522	4801	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3										134
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		151			212			193			178	
Travel Time (s)		3.4			4.8			3.8			3.5	
Confl. Peds. (#/hr)	20		33	33		20						5
Peak Hour Factor	1.00	0.88	0.90	0.82	0.86	1.00	1.00	1.00	1.00	0.90	0.87	0.83
Adj. Flow (vph)	0	1100	524	1043	860	0	0	0	0	468	1802	433
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	1624	0	1043	860	0	0	0	0	421	1849	433
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		60			54			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	1
Detector Template												
Leading Detector (ft)		50		50	50					50	50	50
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		50		50	50					50	50	50
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type		NA		pm+pt	NA					Split	NA	Perm
Protected Phases		2		1	1 2					4 12	4 12	
Permitted Phases				1 2								4 12
Detector Phase		2		1	1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		8.0		6.0								

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	4	5	6	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	6.0	4.0	4.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		23.2		41.0								
Total Split (s)		40.0		32.0								
Total Split (%)		33.3%		26.7%								
Maximum Green (s)		33.8		27.0								
Yellow Time (s)		3.6		5.0								
All-Red Time (s)		2.6		0.0								
Lost Time Adjust (s)		-1.0		-1.0								
Total Lost Time (s)		5.2		4.0								
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0								
Recall Mode		C-Max		Min								
Walk Time (s)				4.0								
Flash Dont Walk (s)				32.0								
Pedestrian Calls (#/hr)				0								
Act Effct Green (s)		34.8		64.0	68.0					45.0	45.0	44.0
Actuated g/C Ratio		0.29		0.53	0.57					0.38	0.38	0.37
v/c Ratio		1.13dr		1.13	0.30					0.74	1.03	0.66
Control Delay		41.3		94.3	23.6					39.5	63.5	25.4
Queue Delay		31.9		3.2	52.0					0.0	0.0	0.0
Total Delay		73.2		97.5	75.5					39.5	63.5	25.4
LOS		E		F	E					D	E	C
Approach Delay		73.2			87.6						53.6	
Approach LOS		E			F						D	
Queue Length 50th (ft)		366		~440	226					327	~582	180
Queue Length 95th (ft)		#397		m#420	m218					m472	#648	m259
Internal Link Dist (ft)		71			132			113			98	
Turn Bay Length (ft)												
Base Capacity (vph)		1745		925	2881					570	1800	652
Starvation Cap Reductn		0		371	2151					0	0	0
Spillback Cap Reductn		225		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.07		1.88	1.18					0.74	1.03	0.66

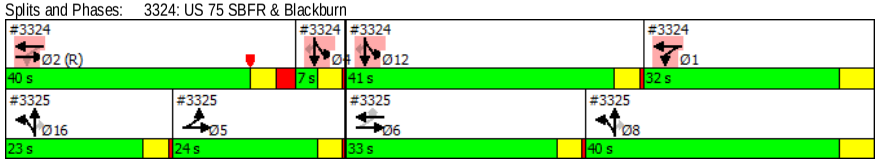
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 69.1		Intersection LOS: E	
Intersection Capacity Utilization 122.4%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Minimum Split (s)	20.0	8.0	20.0	42.0	12.0	12.0
Total Split (s)	7.0	24.0	33.0	40.0	41.0	23.0
Total Split (%)	6%	20%	28%	33%	34%	19%
Maximum Green (s)	3.0	20.0	29.0	35.0	37.0	19.0
Yellow Time (s)	3.5	3.5	3.5	5.0	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	Max	Min	None	None
Walk Time (s)	5.0		5.0	4.0		
Flash Dont Walk (s)	11.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3324: US 75 SBFR & Blackburn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	641	788	0	0	1226	411	303	2020	473	0	0	0
Future Volume (vph)	641	788	0	0	1226	411	303	2020	473	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		136	0		0	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.86	0.81	0.86	1.00	1.00	1.00
Ped Bike Factor						0.94		1.00	0.99			
Frt						0.850		0.997	0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	3433	5085	0	0	5085	1583	1522	4507	1362	0	0	0
Flt Permitted	0.133						0.950	0.999				
Satd. Flow (perm)	481	5085	0	0	5085	1488	1522	4507	1344	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						184		3	102			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		212			343			172			193	
Travel Time (s)		4.8			7.8			3.4			3.8	
Confl. Peds. (#/hr)	22		30	30		22			1			
Peak Hour Factor	0.97	0.95	1.00	1.00	0.89	0.93	0.77	0.91	0.91	1.00	1.00	1.00
Adj. Flow (vph)	661	829	0	0	1378	442	394	2220	520	0	0	0
Shared Lane Traffic (%)							10%		10%			
Lane Group Flow (vph)	661	829	0	0	1378	442	355	2311	468	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		54			36			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1			
Detector Template												
Leading Detector (ft)	50	50			50	50	50	50	50			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	50	50			50	50	50	50	50			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	D.P+P	NA			NA	Perm	Split	NA	Perm			
Protected Phases	5	6 5			6		8 16	8 16				
Permitted Phases	6					6			8 16			
Detector Phase	5	6 5			6	6	8 16	8 16	8 16			
Switch Phase												
Minimum Initial (s)	4.0				4.0	4.0						

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	6.0	8.0	4.0	6.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0				20.0	20.0						
Total Split (s)	24.0				33.0	33.0						
Total Split (%)	20.0%				27.5%	27.5%						
Maximum Green (s)	20.0				29.0	29.0						
Yellow Time (s)	3.5				3.5	3.5						
All-Red Time (s)	0.5				0.5	0.5						
Lost Time Adjust (s)	-1.0				-2.0	-2.0						
Total Lost Time (s)	3.0				2.0	2.0						
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0				3.0	3.0						
Recall Mode	None				Max	Max						
Walk Time (s)					5.0	5.0						
Flash Dont Walk (s)					11.0	11.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)	51.0	54.0			31.0	31.0	59.0	59.0	59.0			
Actuated g/C Ratio	0.42	0.45			0.26	0.26	0.49	0.49	0.49			
v/c Ratio	0.92	0.36			1.05	0.85	0.47	1.04	0.66			
Control Delay	28.9	10.6			84.1	42.7	20.6	58.8	20.1			
Queue Delay	47.6	33.1			21.5	0.0	0.4	23.9	0.0			
Total Delay	76.6	43.6			105.5	42.7	21.0	82.7	20.1			
LOS	E	D			F	D	C	F	C			
Approach Delay		58.2			90.3			66.4				
Approach LOS		E			F			E				
Queue Length 50th (ft)	0	133			~430	217	169	~792	181			
Queue Length 95th (ft)	m#268	m161			#515	#385	m203	#903	m329			
Internal Link Dist (ft)		132			263			92			113	
Turn Bay Length (ft)						136						
Base Capacity (vph)	721	2288			1313	520	748	2217	712			
Starvation Cap Reductn	210	1500			0	0	0	0	0			
Spillback Cap Reductn	0	0			340	0	104	221	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	1.29	1.05			1.42	0.85	0.55	1.16	0.66			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:EBWB, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 71.3		Intersection LOS: E	
Intersection Capacity Utilization 122.4%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Split (s)	41.0	23.2	20.0	42.0	12.0	12.0
Total Split (s)	32.0	40.0	7.0	40.0	41.0	23.0
Total Split (%)	27%	33%	6%	33%	34%	19%
Maximum Green (s)	27.0	33.8	3.0	35.0	37.0	19.0
Yellow Time (s)	5.0	3.6	3.5	5.0	3.5	3.5
All-Red Time (s)	0.0	2.6	0.5	0.0	0.5	0.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	3.0	2.0	3.0	3.0
Recall Mode	Min	C-Max	None	Min	None	None
Walk Time (s)	4.0		5.0	4.0		
Flash Dont Walk (s)	32.0		11.0	33.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3325: US 75 NBFR & Blackburn/Haskell