Traffic Impact Analysis

P117 - Frisco
Frisco, Texas

Preliminary Submission: November 30, 2022
Updated Submission: January 5, 2023
Updated Submission: February 1, 2023

Kimley-Horn and Associates, Inc.
Frisco, Texas

Project #064621000
Registered Firm F-928

Kimley»Horn

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Prepared by:

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PRELIMINARY

Kimley»Horn

This document is released for the purposes of interim review under the authority of Scot A. Johnson and not for construction, bidding, or permit purposes.

Engineer SCOT A. JOHNSON

P.E. No. 92615 Date 2/1/2023

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EXECUTIVE SUMMARY

January 30, 2023 Update Note
This report has been updated to address City of Frisco review comments on the earlier versions. The changes are:

1. The current site plan as of the publication date.
2. Specific modelling of the hotel guests (added on top of the park visitors which technically already include attendees from both the hotel and from the regional area).
3. More detailed staff numbers and schedule information from the site user that changed the staff trip generation. The hotel staff and park staff have been separated, since they use different and physically separated parking areas. Each staff group has a trip generation and traffic distribution to and from their specific access points.
4. More detailed modelling of Panther Creek Parkway, including intersection operational results for the intersections with King George Lane and South Staff Driveway.

The proposed P117 site is located on the east side of Dallas North Tollway between Panther Creek Parkway and Fields Parkway in Frisco, Texas. Upon buildout the theme park site is anticipated to attract 7,500 visitors on an average day and up to 20,000 visitors on the highest day. For a very conservatively-high traffic total, the traffic from the 600-room hotel was added to the park attendance, as were the hotel staff and park staff. This study is intended to satisfy City of Frisco traffic study standards by identifying traffic generation characteristics, identifying potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The study also presents a circulation plan showing how the interior layout of the site will accommodate the expected traffic volumes for both visitors and staff.

The proposed site would be compatible with the City of Frisco Thoroughfare Plan, which has a 6-lane divided Fields Parkway curving to become the 6-lane divided Frisco Street, while the two-lane Frisco Street Collector link continues to the northeast. The following signalized thoroughfare intersections were selected to be part of this study:

- Fields Parkway at SB Dallas Parkway
- Fields Parkway at NB Dallas Parkway
- Fields Parkway at Frisco Street/Main Site Access
- Panther Creek Parkway at SB Dallas Parkway
- Panther Creek Parkway at NB Dallas Parkway
- Panther Creek Parkway at King George Lane/Hotel Staff Drive
- Panther Creek Parkway at Frisco Street

The analysis also included two other unsignalized access points to the site at median openings on Panther Creek Parkway or Frisco Street, one right-in/right-out driveway to Panther Creek Parkway, and one right-out-only driveway to northbound Dallas Parkway upstream of the off-ramp from northbound DNT. A non-site unsignalized access point to the

remainder of the Fields East development was also analyzed at a median opening on Fields Parkway east of Dallas Parkway.

Traffic operations were analyzed at the study intersections for a regional buildout year with complete development of the surrounding area (primarily the Fields Tract) and the proposed P117 site. Conditions were analyzed for the typical weekday AM and PM peak hours with the P117 site's average day traffic present, and for the site's peak inbound and outbound hours on a weekend or holiday with the P117 site's maximum traffic present. Since very little of the study area roadways are in use under current conditions, background traffic was projected using the daily traffic from the City of Frisco's regional buildout model as the inputs for synthesizing turning movement counts at the intersections. The P117 site traffic was then explicitly calculated with standard TIA steps of trip generation, trip distribution, and traffic assignment.

On average days with 7,500 visitors, the theme park part of the development is expected to generate approximately 245 visitor vehicle trips in the AM peak of adjacent street traffic (the typical commuter peak hour at around 8 AM) and 426 vehicle trips in the PM peak hour (around 5 PM). The morning traffic is nearly all inbound trips and the afternoon traffic is nearly all outbound trips. The actual peak of the site's inbound traffic occurs in midmorning when the background traffic on the surrounding streets is lower, and the outbound peak is similarly after the normal PM commuter time.

The park and hotel staff groups for P117 together add another 240 trips in the AM peak hour and 190 trips in the PM peak hour. Each group has two main daytime shifts covering the operating hours, and there is another group of overnight security staff. Due to this shift schedule of the employees, they also tend to arrive before the morning commuter time, and the 2nd shift departs after the evening commuter time.

Modelled separately using standard industry data for hotels, the hotel would generate 199 AM peak hour trips and 257 PM peak hour trips. The industry data includes employee trips, so there is an overcounting of hotel trips by using this number plus the specific modelling of the hotel staff number and schedule.

On the peak day with 20,000 visitors, the theme park visitor traffic would be 1,144 trips in the site's peak inbound hour at about 9 AM, and 921 trips in the site's peak outbound hour at about 7 PM.

As a scale comparison, an office development with 1,000,000 SF of office uses would generate about 8,600 daily vehicle trips and 1,100 trips in each of the typical weekday AM and PM peak hours. Thus, the P117 site can be said to generate less traffic than that generic office site in the theme park's average day. The maximum attendance day would represent traffic equivalent to about 2 million SF of office uses, although that magnitude of site traffic would occur only a limited number of days per year. This comparison illustrates how

regionally the theme park is not a notable difference in traffic from the property's zoning and expectation per PD-280. However, this TIA examines the important technical differences in local access with the very controlled circulation patterns for the park guests.

Based on the analysis presented in this report, the proposed P117 site can be successfully incorporated into the surrounding roadway network. The proposed site driveways as described in the PSP and the circulation plan provide the appropriate level of access for the development, both on average weekdays and on the site's maximum day. The site-generated traffic can be accommodated within the projected roadway operations at regional buildout, with one mitigation as noted below. At the site's Main Access driveway, adding the 4th leg to the intersection of Fields Parkway and Frisco Street does not significantly impact the intersection operations. With the main park visitor access on Fields Parkway, and the hotel visitor, hotel staff, and park staff parking areas operating through different driveways or from Frisco Street, intersection operations along Panther Creek Parkway are not affected by the proposed site and remain within good operational conditions. Trucks and service vehicles for both the park and hotel back-of-house operations enter and exit at the East Staff Drive median opening on Frisco Street.

For intersection operations to experience less delay during the arrivals phase of the site's busiest days, a changeable northbound shared through and right-turn lane should be included as part the signal design on Northbound Dallas Parkway at Fields Parkway. The rightmost through traffic lane would be selectable to allow it to function as a through-right shared lane. The shared right-turn lane could be communicated to drivers with a changeable lane-control sign, as is currently used on eastbound Main Street at Dallas Parkway in Frisco. During the inbound visitor traffic period of the site's maximum-attendance days, it is beneficial to have two northbound right-turning lanes from NB Dallas Parkway to EB Fields Parkway. This capability allows more arriving vehicles to make the right turn in a shorter time and reduces the number of weaving lane changes needed to reach the right-turn movement from the northbound off-ramp. This double right-turn capability is not necessary for acceptable operations during the site's average days, or even on maximum-attendance days once the inbound period is completed. During most of the time, the northbound approach could operate at its default configuration with three through lanes and a right-turn lane. The selection criteria for activating the selectable shared right-turn movement would initially be scheduled by coordination of expected visitor levels for the P117 site. However, the City's monitoring of the traffic conditions from the Traffic Management Center would reveal other performance-based selection criteria (e.g., right-turn volume or right-turn queue spillback) which would allow dynamic, responsive control of the turning movement. The shared right-turn lane would be expected to be activated from 60-105 hours per year (approximately 3 hours per day on the site's 20-35 highest days, covering roughly 8AM to 11 AM on the top 10% busiest days).

The VISSIM weaving analysis concluded that the weaving movement between the northbound off-ramp from the Dallas North Tollway to northbound Dallas Parkway in advance of Fields

Parkway operates acceptably during the weekday AM peak period. During the peak day inbound peak period, a second northbound right-turn lane is necessary to handle the right-turning volume from northbound Dallas Parkway to Fields Parkway. A shared through-right lane, supplementing the right-turn lane, allows the movement to function acceptably. It is recommended that the eastern northbound through lane be constructed with the option to temporarily be converted to a shared through-right lane on peak days.

I. INTRODUCTION

A. Purpose

Kimley-Horn was retained to conduct a Traffic Impact Analysis (TIA) of future traffic conditions associated with the development of the P117 site on the east side of Dallas North Tollway between Panther Creek Parkway and Fields Parkway in Frisco, Texas. The P117 site would be a theme park and attached hotel development. A site vicinity map is provided as **Exhibit 1**. **Exhibit 2** shows the proposed preliminary site plan. This study is intended to identify traffic generation characteristics, identify potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. A circulation analysis of the internal site access is also included.

B. Methodology

Traffic operations were analyzed at the study intersections for the following scenarios:

- Regional buildout weekday AM and PM peak hour conditions with the P117 site at an average attendance level
- Regional buildout weekend or holiday conditions during the P117 site's maximum-attendance day, examining the site's inbound and outbound peak hours

The capacity analyses were conducted using the *Synchro*™ software package. The *Highway Capacity Manual* reports were used to analyze the unsignalized intersections.



EXHIBIT 1

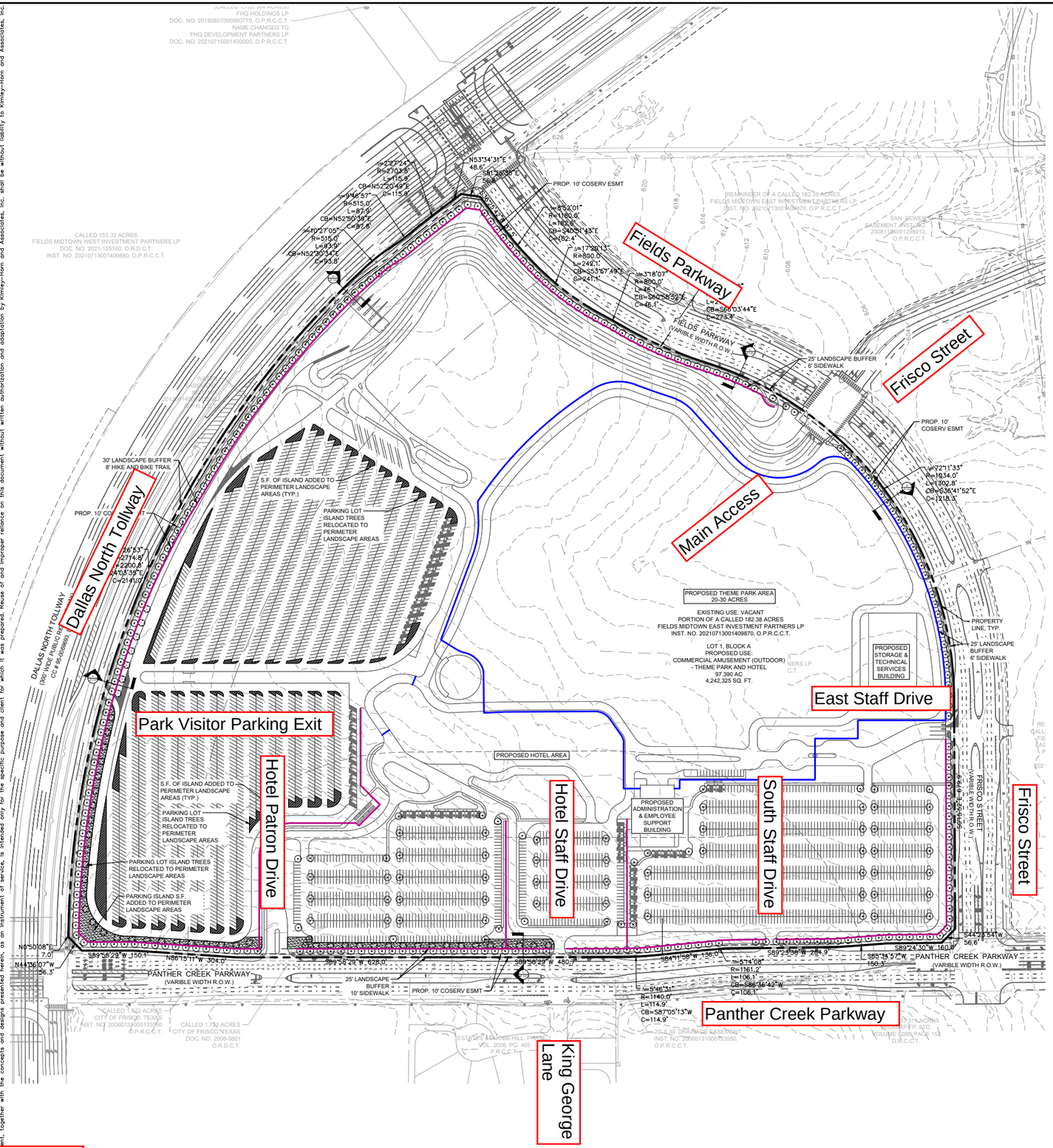
Vicinity Map

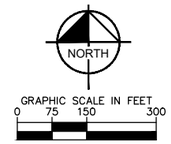
P117 - Frisco, Texas

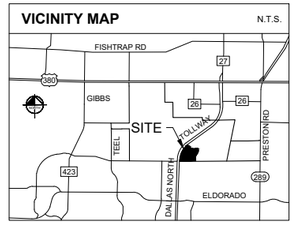
Kimley»Horn

North

Not To Scale







CITY OF FRISCO PLANTING NOTES:

INSPECTIONS:
1. NO EXCAVATION SHALL OCCUR IN CITY R.O.W. WITHOUT A R.O.W. PERMIT--CONTACT THE PUBLIC WORKS DEPARTMENT.
2. THE CONTRACTOR SHALL MARK ALL WATER LINES, SEWER LINES, AND TREE LOCATIONS PRIOR TO CALLING FOR ROW INSPECTION AND PERMIT.
3. THE LANDSCAPE INSTALLATION SHALL COMPLY WITH APPROVED LANDSCAPE DRAWINGS PRIOR TO FINAL ACCEPTANCE BY THE CITY AND ISSUANCE OF A CERTIFICATE OF OCCUPANCY. CONTACT DEVELOPMENT SERVICES AT 972-292-5300 FOR A LANDSCAPE INSPECTION.
4. WATER METERS, CLEANOUTS AND OTHER APPURTENANCES, SHALL BE ACCESSIBLE, ADJUSTED TO GRADE, CLEARLY MARKED WITH FLAGGING AND COMPLIANT WITH PUBLIC WORKS DEPARTMENT STANDARDS PRIOR TO CALLING FOR FINAL LANDSCAPE AND ROW INSPECTIONS.

LANDSCAPE STANDARDS:
1. PLANTINGS AND LANDSCAPE ELEMENTS SHALL COMPLY WITH THE CITY'S ENGINEERING DESIGN STANDARDS, PUBLIC R.O.W. VISIBILITY REQUIREMENTS.
2. UNLESS OTHERWISE SPECIFIED, TREES SHALL BE PLANTED NO LESS THAN 8' FROM CURBS / PAVEMENT, AND 4' FROM SIDEWALKS, UTILITY LINES, SCREENING WALLS AND OTHER STRUCTURES. THE CITY HAS FINAL APPROVAL FOR ALL TREE PLACEMENTS.
3. A MINIMUM THREE FEET (3) RADIUS AROUND A FIRE HYDRANT MUST REMAIN CLEAR OF LANDSCAPE PURSUANT TO THE FIRE CODE.
4. STREET TREES, WHERE REQUIRED, SHALL BE (10') MINIMUM FROM THE EDGE OF A STORM SEWER CURB INLET BOX AND THE EDGE OF THE ROOT BALL SHALL BE (4') MINIMUM FROM THE WATER METER.
5. ALL PLANTS SHALL BE GROWN AND HARVESTED IN ACCORDANCE WITH THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2004) ISA STANDARDS UNLESS OTHERWISE APPROVED BY CITY OF FRISCO.
6. TREE PLANTING SHALL COMPLY WITH DETAILS HEREIN AND THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) STANDARDS.
7. TREE PITS SHALL BE TESTED FOR WATER PERCOLATION. IF WATER DOES NOT DRAIN OUT OF TREE PIT WITHIN 24-HOURS, THE TREE SHALL BE MOVED OR DRAINAGE SHALL BE PROVIDED.
8. NATIVE SITE TOPSOIL IS TO BE PROTECTED FROM EROSION OR STOCKPILED.
9. NATIVE SITE TOPSOIL SHALL BE LABORATORY TESTED BY AND ACCREDITED LABORATORY AND AMENDED PER SAID LABORATORY'S RECOMMENDATIONS.

MAINTENANCE STANDARDS:
1. THE OWNER SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT, MAINTENANCE, AND VIGOR OF PLANT MATERIAL IN ACCORDANCE WITH THE DESIGN INTENT AND AS APPROPRIATE FOR THE SEASON OF THE YEAR.
2. LANDSCAPE AND OPEN AREAS SHALL BE FREE OF TRASH, LITTER AND WEEDS.
3. NO PLANT MATERIAL SHALL BE ALLOWED TO ENCROACH ON R.O.W., SIDEWALKS OR EASEMENTS TO THE EXTENT THAT VISION OR ROUTE OF TRAVEL FOR VEHICULAR, PEDESTRIAN, OR BICYCLE TRAFFIC IS IMPEDED.
4. TREE MAINTENANCE SHALL BE IN ACCORDANCE WITH THE AMERICAN NATIONAL STANDARDS FOR TREE CARE OPERATIONS, ANSI A300 AND THE STANDARDS OF THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA).
5. TREE STAKING MATERIALS, IF USED, SHALL BE REMOVED AFTER (1) GROWING SEASON, NO MORE THAN (1) YEAR AFTER INSTALLATION. STEEL TREE STAKES, WIRES, AND HOSES ARE PROHIBITED.

LEGEND

- 6' HT. RESORT VINYL COATED CHAIN LINK FENCE - REF. DETAIL F ON SHEET LP 1.01
- 8' HT. PARK PERIMETER SECURITY FENCE - REF. DETAIL F ON SHEET LP 1.01

Speed Parking Islands - Landscape Area Swap

NUMBER OF SPEED PARKING ISLANDS	TREES RELOCATED TO PERIMETER	STRIPED PARKING ISLANDS SF	SF RELOCATED TO PERIMETER
51	51	42,952 sf	42,952 sf
N/A			

NOTE:

1. SCREENING SHRUBS AND DETAILED PLANTING TO BE PROVIDED DURING SITE PLAN PROCESS.

2. ALL PROPOSED PLANTING ALONG THE PERIMETER OF THE SITE WILL MEET THE CITY'S AND COSERV'S PLANTING REQUIREMENTS. A COSERV MEMO HAS BEEN INCLUDED WITH SUBMISSION TO DEFINE THE REQUIREMENTS OF PLANTING IN COSERV EASEMENTS.

CITY ORDINANCE CALCULATIONS FOR FRISCO, TX

	REQUIRED	PROVIDED
SITE DATA		
ZONING/LAND USE	Non-Residential - H/O-2 FIELDS PD280 MIDTOWN EAST SUBDISTRICT (TOTAL 291.1 AC) TO - Tollway Overlay District - TYPICAL	
TOTAL LOT AREA		97.4 AC 4,242,750 SF
FIELDS PD280 - 6. PERIMETER LANDSCAPING		
A MINIMUM 30' FOOT PERIMETER LANDSCAPE BUFFER IS REQUIRED ALONG DALLAS PKWY AND U.S. 380, 8' TRAIL		
A MINIMUM 25'-FOOT PERIMETER LANDSCAPE BUFFER IS REQUIRED ALONG LEGACY DRIVE, ROCKHILL PKWY, FIELDS PKWY, FRISCO ST AND PANTHER CREEK PKWY, 8' WALK.		
DALLAS PKWY *2900.78 LF / 30= 85.4 STREET TREES*	30' BUFFER 85 STREET TREES	30' BUFFER 85 STREET TREES
FIELDS PKWY *3094.56 LF / 30= 90.4 STREET TREES*	25' BUFFER 32 STREET TREES	25' BUFFER 32 STREET TREES
FRISCO STREET *1378.45 LF / 30= 45.9 STREET TREES*	25' BUFFER 46 STREET TREES	25' BUFFER 46 STREET TREES
PANTHER CREEK PKWY *2265.09 LF / 30= 75.5 STREET TREES*	25' BUFFER 76 STREET TREES	25' BUFFER 76 STREET TREES
FIELDS PD280 - 7. LANDSCAPE REQUIREMENTS		
STREET TREE SPACING SHALL BE STANDARDIZED PER SUBDISTRICT *MIDTOWN EAST - 30' ON CENTER*	TREES 30' LF	TREES 30' LF
TREES WITHIN LANDSCAPE BUFFERS AND STREET TREES MAY BE CLUSTERED OR PLANTED WITHIN BUFFERS AND OPEN SPACE TO ACCENT VIEW CORRIDORS, LANDMARK BLDGS, OR OTHER DESIGNATED POINTS OF INTEREST.		
FIELDS PD280 - 8. SCREENING REQUIREMENTS		
GROUND MOUNTED UTILITIES AND OTHER UTILITY APPARATUS SHALL BE SCREENED FROM VIEW OF STREETS, SWLKS, WALKING PATHS, BICYCLE PATHS, AND ADJACENT PROPERTIES.	YES	YES
PERMITTED SCREENING METHODS INCLUDE: 1. MASONRY WALLS ARCHITECTURALLY CONSISTENT WITH ADJACENT BUILDINGS AND/OR 2. LANDSCAPE MEDIOTYPES OR OTHER GREEN MATERIAL THAT OBSCURES VISIBILITY 3. ANY COMBINATION OF 1 OR 2 ABOVE		
FIELDS PD280 - 14. OPEN SPACE AND TRAILS	REQUIRED	PROVIDED
OPEN SPACE (8% of MIDTOWN EAST SUBDISTRICT) *8,758,956 SF (MIDTOWN EAST) x 8% = 700,783.28 / 16 AC)* *4,242,750 SF (SITE AREA) X 8% = 339,420 / 9.2 AC)*	~16 AC (700,783 SF) 8% (OF MIDTOWN EAST SUBDISTRICT) ~9.2 AC (399,420 SF) 8% (OF SITE AREA)	~20 AC (THEME PARK) 21% (OF SITE AREA)
A MINIMUM OF 3.5 CALIPER INCHES OF SHADE TREES IS REQUIRED FOR EACH OF 5% SPACE AREA 1. OPEN SPACE AREAS LESS THAN 15,000 SF - 1 TREE PER 2,500 SF **2. OPEN SPACE AREAS GREATER THAN 15,000 SF - 1 TREE PER 5,000 SF** 3. STREET TREE INSTALLED SHALL COUNT TOWARDS OPEN SPACE TREE REQUIREMENTS	339,418.50 SF / 5,000 SF = 67.8 TREES	GREATER THAN 68 TREES
SECTION 4.02.05 - STREET FRONTAGE LANDSCAPE AREA *Requirements met per PD*		
SECTION 4.02.07 - FACADE LANDSCAPE AREAS BUILDING A (P2 - OFFICE/NON-RETAIL)		
TREES PLACED AT 30' LF OC	YES	YES
5' MIN MUM LANDSCAPE AREA ADJACENT TO STRUCTURE	YES	YES
6' MINIMUM SIDEWALK WIDTH	YES	YES
SECTION 4.02.07 - TERMINAL ISLAND TREES		
1 TREE PER TERMINAL ISLAND	YES	TREES TO BE PROVIDED DURING SITE PLAN PROCESS
SECTION 4.02.08 - DRIVE LANDSCAPE AREAS *Commercial Drive - OPTIONAL*		
SECTION 4.03.03 - SCREENING & BUFFER AREAS *N/A - No residential adjacency*		
SECTION 4.02.09 - TREES PER ACRE		
97.4 ACRES x 12 = 1,168.8	1,169 TREES	TREES TO BE PROVIDED DURING SITE PLAN PROCESS
SECTION 4.03.05 - SCREENING FOR OUTSIDE STORAGE & DISPLAY *Requirements met per PD*		
SECTION 4.04.12 - BICYCLE PARKING		
10th+ REQUIRED AUTO SPACE	MINIMUM 10 BIKE SPACES	BICYCLE PARKING TO BE PROVIDED DURING SITE PLAN PROCESS
SECTION 4.13.03 - USABLE OPEN SPACE REQUIREMENTS *Requirements met per PD*		

ACTION

APPROVED **DENIED**

STAFF _____ Date _____ Initials

P&Z _____ Date _____ Initials

Neighborhood # _____

See the Staff Approval Letter or P&Z Result Memo for any conditions associated with the approval of the project.

EXHIBIT D-1 PERIMETER EXHIBIT
SUP P117 MIDTOWN EAST
BLOCK A, LOT 1

CITY PROJECT NO. SUP23-0001
BEING 97.39 ACRES
COLIN COUNTY SCHOOL AND LAND
SURVEY, ABSTRACT NO. 148
CITY OF FRISCO, COLLIN COUNTY, TEXAS

01/30/2023

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No.	REVISIONS	DATE

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TEXAS REGISTERED ENGINEERING FIRM F-928

LICENSED LANDSCAPE ARCHITECT — BENJAMIN L. RANKIN — STATE OF TEXAS — 01/30/2023

SCALE	DESIGNED BY	DRAWN BY	CHECKED BY
AS SHOWN	BLR	LW	BLR

PRELIMINARY
LANDSCAPE &
SCREENING PLAN

MIDTOWN EAST
NEC OF DALLAS PKWY
& PANTHER CREEK PKWY
CITY OF FRISCO, TEXAS

DATE
01/30/2023

PROJECT NO.
064621000

SHEET NUMBER
D-1

Ranklin, Ben Date: January 30, 2023 05:03:45pm File Path: \\kimley-horn.com\TX_DAL2\DAL_Civil\064621000 – P117 Frisco\4_Design\CAD\PSP SUP\Landscape\P117 – Prelim Landscape & Screening Plan.dwg
ent, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Exhibit 2

II. EXISTING AND FUTURE AREA CONDITIONS

A. Roadway Characteristics

The following signalized thoroughfare intersections were selected to be part of this study:

- Fields Parkway at SB Dallas Parkway
- Fields Parkway at NB Dallas Parkway
- Fields Parkway at Frisco Street/Main Site Access
- Panther Creek Parkway at SB Dallas Parkway
- Panther Creek Parkway at NB Dallas Parkway
- Panther Creek Parkway at King George Lane/Hotel Staff Drive
- Panther Creek Parkway at Frisco Street

The analysis also included the following unsignalized access points:

- East Staff Drive, providing park staff parking access at a median opening on Frisco Street north of Panther Creek Parkway
- South Staff Drive, providing park staff parking access at a right-in/right-out driveway on westbound Panther Creek Parkway, just west of Frisco Street
- Hotel Staff Drive, providing hotel staff parking access at a median opening on Panther Creek Parkway opposite King George Lane.
- Hotel Patron Drive, providing hotel guest parking access at a median opening on Panther Creek Parkway, east of Dallas Parkway
- Park Visitor Parking Exit, providing outbound-only driveway access on northbound Dallas Parkway, north of Panther Creek Parkway and upstream of the northbound DNT off-ramp
- North Access, providing access to the Fields East remainder tract north of Fields Parkway, at a median opening on Fields Parkway east of Dallas Parkway

Exhibit 3 illustrates the intersection geometry used for the traffic analysis, when the roadway network is essentially complete.

B. Proposed Site Improvements

The development as proposed will be built with a theme park, a second gate to either more theme park space or another attraction like a water park, and an associated 600-room hotel. The theme park is expected to attract 7,500 visitors on an average day for all three parts, and up to 20,000 visitors on its busiest day. For modeling purposes, the 600-room hotel was modeled in addition to these visitor numbers, as were the hotel staff and park staff populations and shift patterns. Since nearly all hotel guests will be attending the park, the hotel users are technically included within the theme park visitor numbers. By adding the hotel traffic separately, the traffic projection presented here is conservatively high. The park visitors, hotel guests, park staff, and hotel staff are modeled with separate trip generation and traffic assignments.

Main Access is the 4th leg of the future signalized intersection of Fields Parkway and Frisco Street. Opposite the Main Access leg is the Frisco Street collector, the two-lane collector extension of Frisco Street north of Fields Parkway. To support the large inbound and outbound turning movements, the left turns in and out of the site would have two lanes, and there would be a special free right-turn access from eastbound Fields Parkway, the predominate direction of approach. All inbound visitor traffic will use Main Access to reach the inbound vehicle gates. There is approximately 4,400' of stacking space between the Main Access intersection and the 8 vehicle entry gates, or enough for 195 vehicles to queue before reaching the public streets.

East Staff Drive is an unsignalized access to the park staff parking and service areas. East Staff Drive would have full access to Frisco Street at a median opening north of Panther Creek Parkway. East Staff Drive is also the only location for truck access to both the park and hotel back-of-house areas.

South Staff Drive is an unsignalized access to the park staff parking area. South Staff Drive would have right-in/right-out driveway access to westbound Panther Creek Parkway, just west of Frisco Street

Hotel Staff Drive is the unsignalized access to the hotel staff parking area. Hotel Staff Drive is the north leg to the existing intersection of Panther Creek Parkway and King George Lane. King George Lane serves as one of three access points to the Cobb Hill neighborhood, which has 181 single-family homes.

Hotel Patron Drive is an unsignalized access to the guest parking area of the hotel. Hotel Patron Drive would have full access to Panther Creek Parkway at a median opening east of Dallas Parkway.

Park Visitor Parking Exit is an outbound-only access from the park visitor parking to northbound Dallas Parkway. The right-out-only driveway would be located north of Panther Creek Parkway and upstream of the northbound DNT off-ramp.

C. Traffic Volumes

Of the study roadways, only Panther Creek Parkway and Dallas Parkway currently exist, and both are incomplete compared to their planned configuration within a short time. Therefore, existing traffic counts were not considered to be useful in predicting the buildout traffic volumes. The City's regional traffic model in TransCAD format was previously used during the Fields Tract zoning in 2018. This model included the proposed Fields Tract development densities and the roadway links identified as part of the Fields master plan, including the 6-lane Fields Parkway from Panther Creek Parkway to Legacy Drive. This 2018 model was updated to reflect the development information which has become known since 2018, including land use changes from mixed-use to 864 lots of single-family residential in the East Village area just east of the P117 site.

The regional model was calculated while leaving the P117 site empty, and the daily link volumes that resulted are included in the **Appendix**. This model includes a revised alignment of the intersection of Frisco Street and Fields Parkway which were being examined in late 2022, but that is not now part of the development proposal. The roadways will be constructed in accordance with the Thoroughfare Plan and the roadway link volumes remain applicable.

The regional build model's daily link volumes were converted into weekday AM and PM peak hour turning movement volumes using standard traffic engineering principles, and comparison to the TMCs known from 2022 counts around the interchanges of John Hickman Parkway and Lebanon Road on the DNT in Frisco. **Exhibit 12** shows the resulting weekday AM and PM peak hour traffic volumes in the regional buildout scenario. **Exhibit 18** shows the weekend or holiday background traffic volumes during the site's inbound and outbound peak hours. These background volumes are assumed to be 50% of the weekday AM and PM peak hour volumes in **Exhibit 19**. This reduction is appropriate as a comparison of weekday commuter peak hour volumes against the weekend or holiday volumes at 9 AM and 7 PM for the inbound and outbound peaks. The overall daily traffic may be closer than the 50% reduction would indicate between the weekday and weekend daily totals, and the weekday commuter peaks might be closer to the weekend midday peak hour. However, a 50% reduction is appropriate when comparing the weekday commuter peaks to the weekend or holiday site traffic peak hours. Besides the natural reduction in background traffic on weekends or holidays, as a major attraction the P117 site may alter some regional traffic patterns on peak days as regional drivers learn to avoid the busy area.

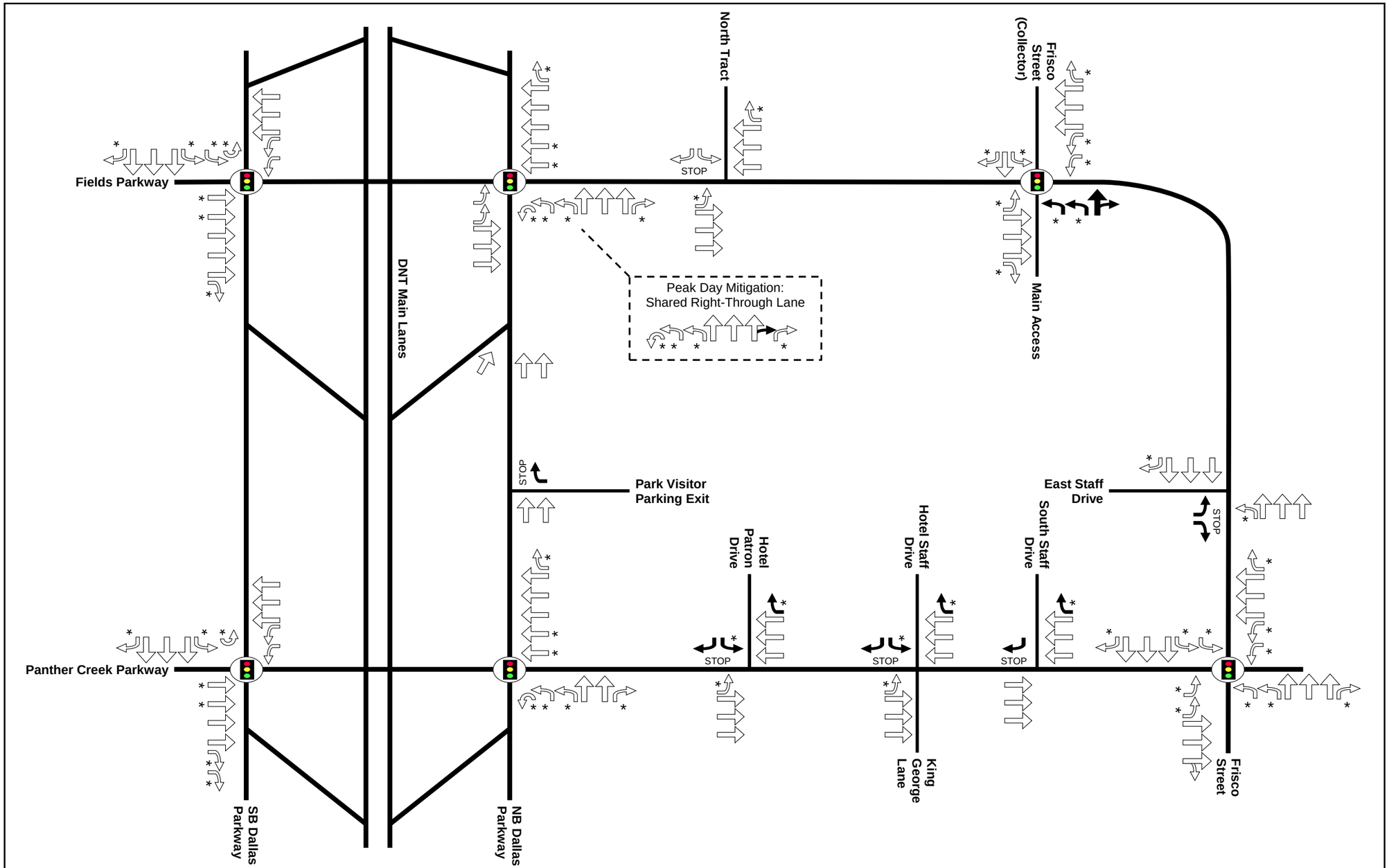


EXHIBIT 3

Lane Assignment and Intersection Control

P117 - Frisco, Texas

Kimley»Horn

LEGEND:

- = Signalized Intersection
- STOP = Stop-Controlled Approach
- = Travel Lane
- * = Turn Bay
- = Driveway Lanes or Off-Site Improvements
- TWLTL = Two-Way Left Turn Lane

North

Not To Scale

III. PROJECT TRAFFIC CHARACTERISTICS

A. Site-Generated Traffic

Site-generated traffic estimates are determined through a process known as trip generation. For sites such as P117, the best way to estimate traffic is to use the attendance projections provided by the user. The P117 operators provided attendance and traffic estimates for the 7,500-attendance average day and the 20,000-attendance peak day of the site. The trips indicated are actually one-way trips or *trip ends*, where one vehicle entering and exiting the site is counted as one inbound trip and one outbound trip.

The guest attendance arrival and departure patterns are detailed in the **Appendix** for the average weekday 7,500-attendance day and for the weekend or holiday 20,000-attendance maximum day. Based on discussion with City Staff, an assumption that 33% of the first hour's visitor walking into the park (from 10-11AM) would have arrived in their cars during the AM commuter peak (from 8-9 AM) as they arrived early to queue up to be the first to enter the park. Without this assumption, there would be no AM peak hour traffic for park guests at all. With the limited park hours, the outbound peak of the park guests overlaps with the commuter peak hour at 5-6PM. For the weekend peak day scenario, the arriving peak hour is 9-10AM and the departing peak hour is 7-8PM.

Besides the park guests, the operator also provided data for the park employees and hotel employees, including their shift schedules. There are two main daytime shifts to cover the operating hours, plus overnight security. The daytime shifts tend to arrive early, change over during the early afternoon, and then the 2nd shift departs later in the evening. Tables showing the detailed arrivals and departure groups for the park staff and hotel staff are included in the **Appendix**. Since these staff numbers are set for a full park and full hotel (i.e., the 20,000-attendance maximum day), the staff traffic is assumed to be the same for both the average weekday and weekend maximum peak day scenarios.

The hotel guests are contained within the 7,500 and 20,000-attendance scenarios. However, they may be arriving or departing in vehicles at different times. To find the vehicle traffic at the hotel driveways, the 600-room hotel was modeled using standard traffic modelling procedures using national observations for resort hotels in the Institute of Transportation Engineers *Trip Generation Manual, 11th Edition*. Per ITE, this hotel trip generation includes guests and staff trips. Since the hotel guests are modeled within the 7,500- or 20,000-attenance traffic scenarios, and the hotel staff is modeled separately, applying the ITE hotel trip generation in this manner is a highly conservative assumption.

Combining all of the above groups, **Table 1** shows the trip generation used in the analysis for the 7,500-attendance weekday and the 20,000-attendance peak day scenarios.

Table 1 – Trip Generation

Land Uses	Amount	Units	ITE Code	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Visitors									
Park Visitors (Weekday)	7,500	Visitors	-	201	44	245	9	417	426
Park Visitors (Peak Day)	20,000	Visitors	-	1,085	59	1,144	35	886	921
Employees									
Park Staff (Weekday)	1,780	Employees	-	150	5	155	5	150	155
Park Staff (Peak Day)	1,780	Employees	-	150	5	155	5	150	155
Hotel Staff (Weekday)	300	Employees	-	80	5	85	5	30	35
Hotel Staff (Peak Day)	300	Employees	-	80	5	85	5	30	35
Hotel									
Resort Hotel (Weekday)	600	Rooms	330	143	56	199	111	146	257
Resort Hotel (Peak Day)	600	Rooms	330	143	56	199	111	146	257
Development Totals									
Typical Weekday Total:				**574**	**110**	**684**	**130**	**743**	**873**
Peak Day Total:				**1,458**	**125**	**1,583**	**156**	**1,212**	**1,368**

Weekday AM and PM hours are the peak hours of adjacent street traffic (e.g., morning (8-9AM) and evening (5-6PM) rush hours)
Peak Day AM and PM hours are the peak inbound(9-10AM) and outbound (7-8PM) hours of the combined site.
Resort Hotel Trip Generation rates based on *ITE's Trip Generation Manual*, 11th Edition.
Park Visitor and Staff Trip Generation rates based on P117 park data.

B. Trip Distribution and Assignment

The distribution of the site-generated traffic volumes in to and out of the site driveways and onto the street system was based on the area street system characteristics, existing traffic patterns, relative land use density, and the locations of the proposed driveway access to/from the site. The distribution was conducted separately for the park guests, hotel guests, park staff, and hotel staff groups since they use different access points. **Exhibit 4** shows the trip distribution and assignment for the park guests, and **Exhibit 5** shows it for the park staff. **Exhibit 6** shows the trip distribution and assignment for the hotel guests, and **Exhibit 7** shows it for the hotel staff.

Exhibit 8 and **Exhibit 9** show the resulting site-generated weekday AM and weekday PM peak hour turning movements for the park visitors and park staff, after multiplying the new trip generation by the respective traffic assignment percentages. **Exhibit 10** and **Exhibit 11** show the site-generated weekday AM and weekday PM peak hour turning movements for the hotel visitors and hotel staff.

Exhibit 12 through **Exhibit 15** show the site-generated peak day inbound and outbound peak hour turning movements for each group.

Exhibit 16 shows the combined site-generated traffic for the weekday AM and PM peak hours, and **Exhibit 17** shows the combined site-generated traffic for the peak day inbound and outbound peak hours.

C. Other Development Traffic Modeling

Using standard trip generation procedures, the traffic for the remaining developable area north of Fields Parkway was modeled with part of the trip generation entering and exiting via the North Tract driveway on Fields Parkway. The North Tract's trip generation is included in the **Appendix**. Based on information from the Fields Tract owner, the North Tract remainder development assumption was 1,000,000 SF of office, a 400-room hotel, and 100,000 SF of retail.

D. Development of Background Traffic

As noted above, **Exhibit 18** shows the background traffic in the weekday AM and PM peak hours, and **Exhibit 19** shows the background traffic in the weekend or holiday inbound and outbound P117 maximum site peak hours.

E. Development of Background + Site Traffic

The combination of background traffic from **Exhibits 12** and **13** with the site-generated totals from **Exhibits 10** and **11** results in the analysis volumes for weekday AM and PM peak hours in **Exhibit 14** and for peak day inbound and outbound peak hours in **Exhibit 15**.

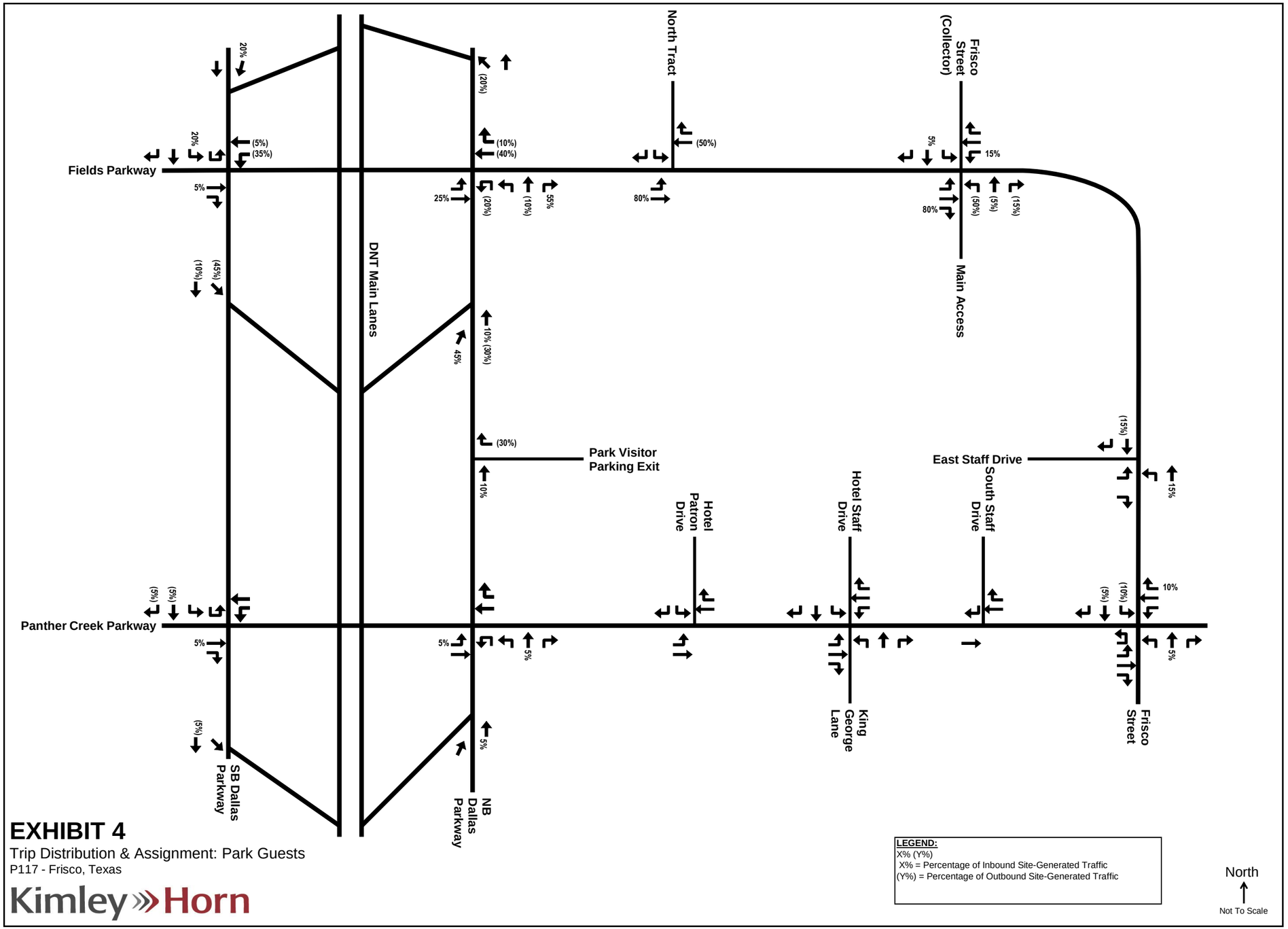


EXHIBIT 4

Trip Distribution & Assignment: Park Guests

P117 - Frisco, Texas

Kimley»Horn

LEGEND:

X% (Y%)

X% = Percentage of Inbound Site-Generated Traffic

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

North

Not To Scale

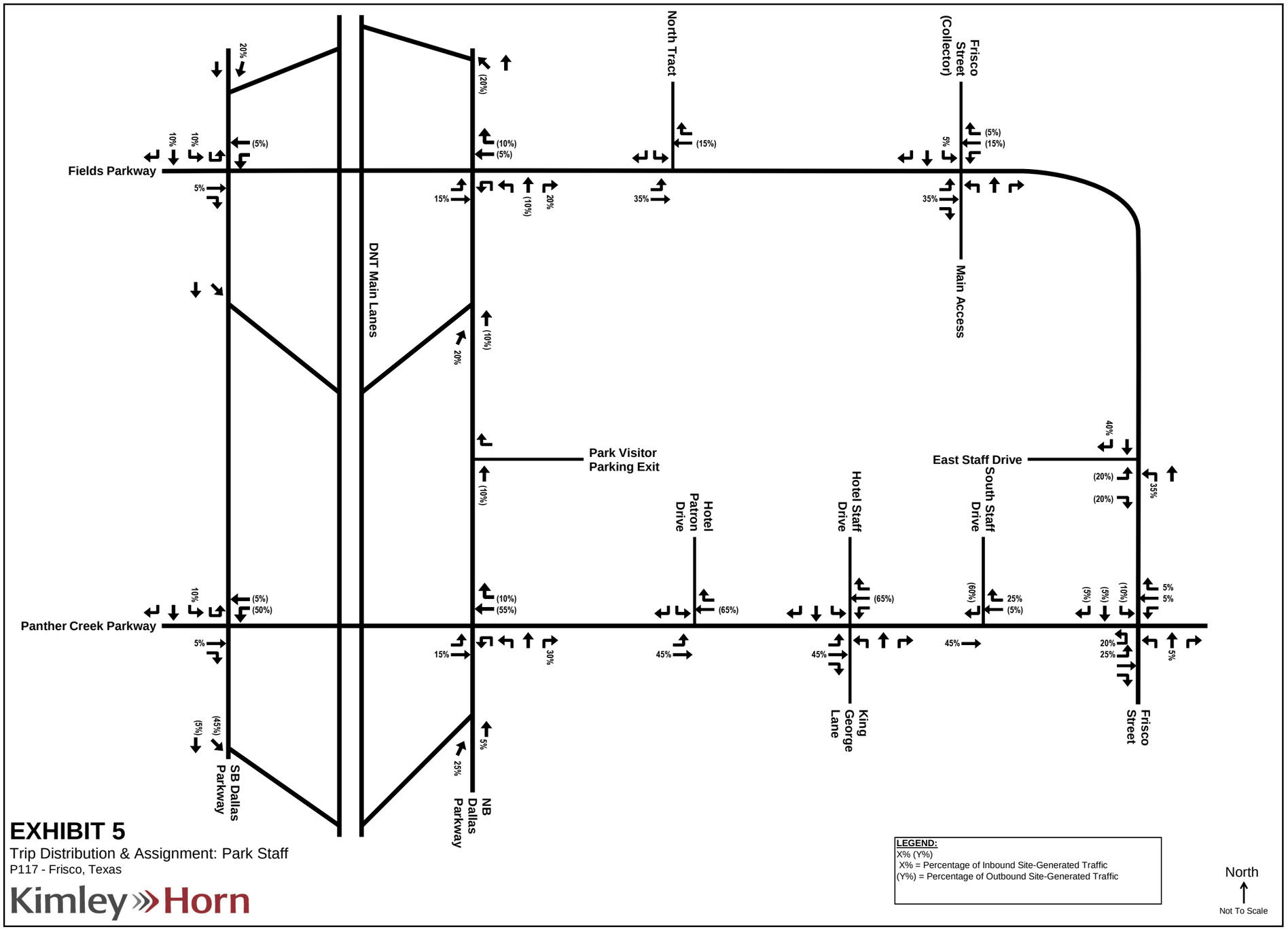


EXHIBIT 5

Trip Distribution & Assignment: Park Staff

P117 - Frisco, Texas

Kimley»Horn

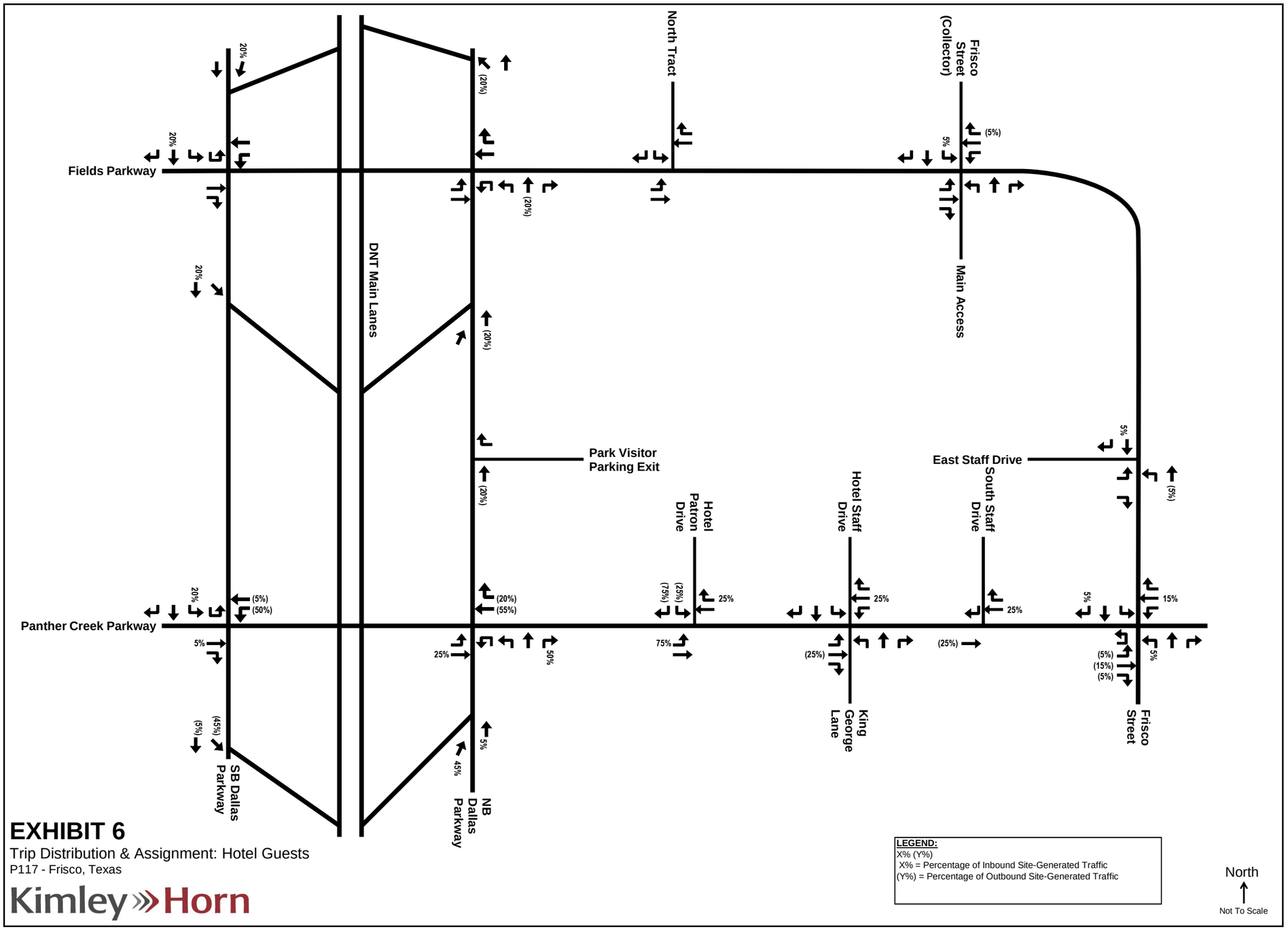


EXHIBIT 6

Trip Distribution & Assignment: Hotel Guests

P117 - Frisco, Texas

Kimley»Horn

LEGEND:

X% (Y%)

X% = Percentage of Inbound Site-Generated Traffic

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

North

Not To Scale

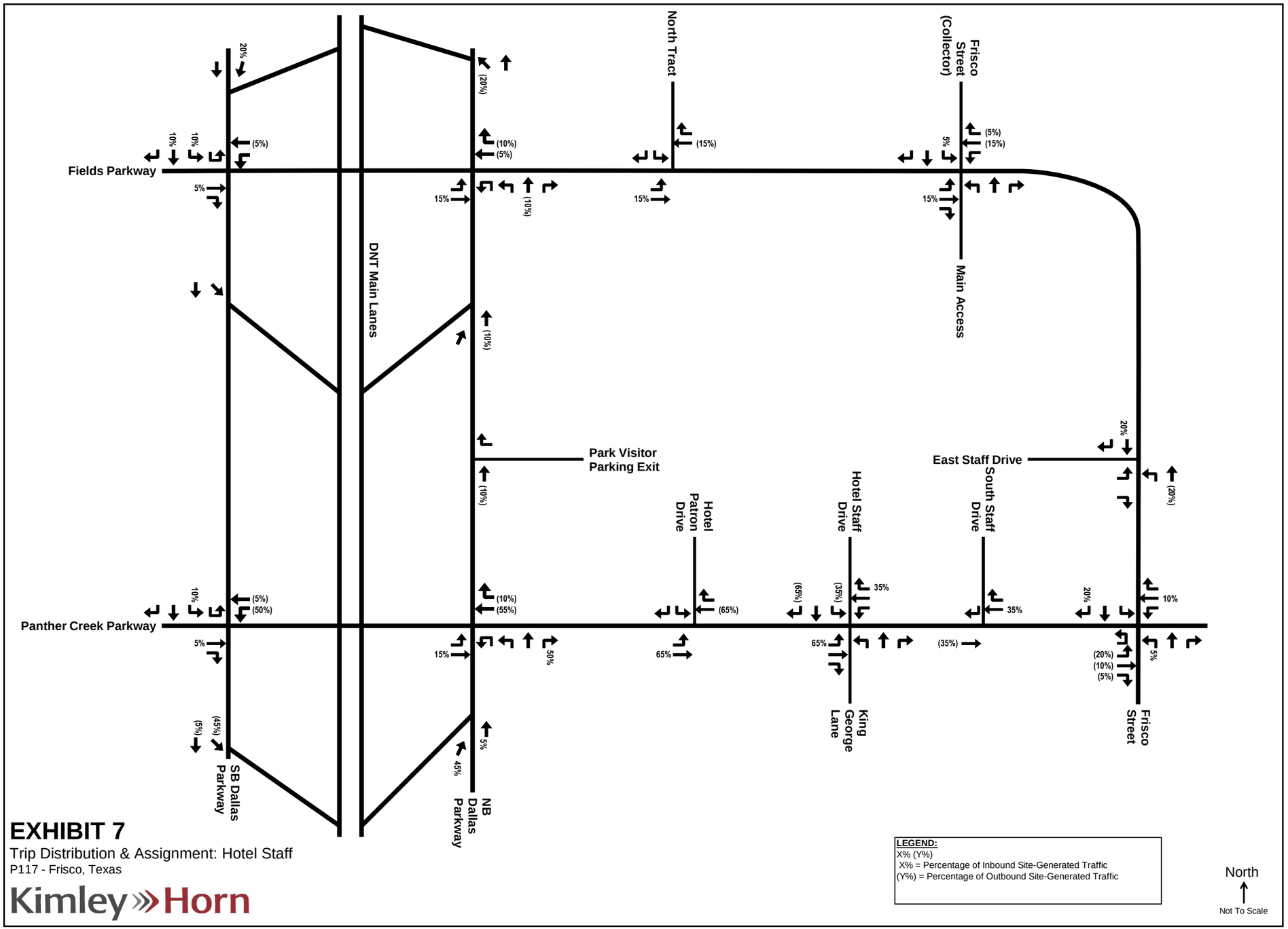


EXHIBIT 7

Trip Distribution & Assignment: Hotel Staff

P117 - Frisco, Texas

Kimley»Horn

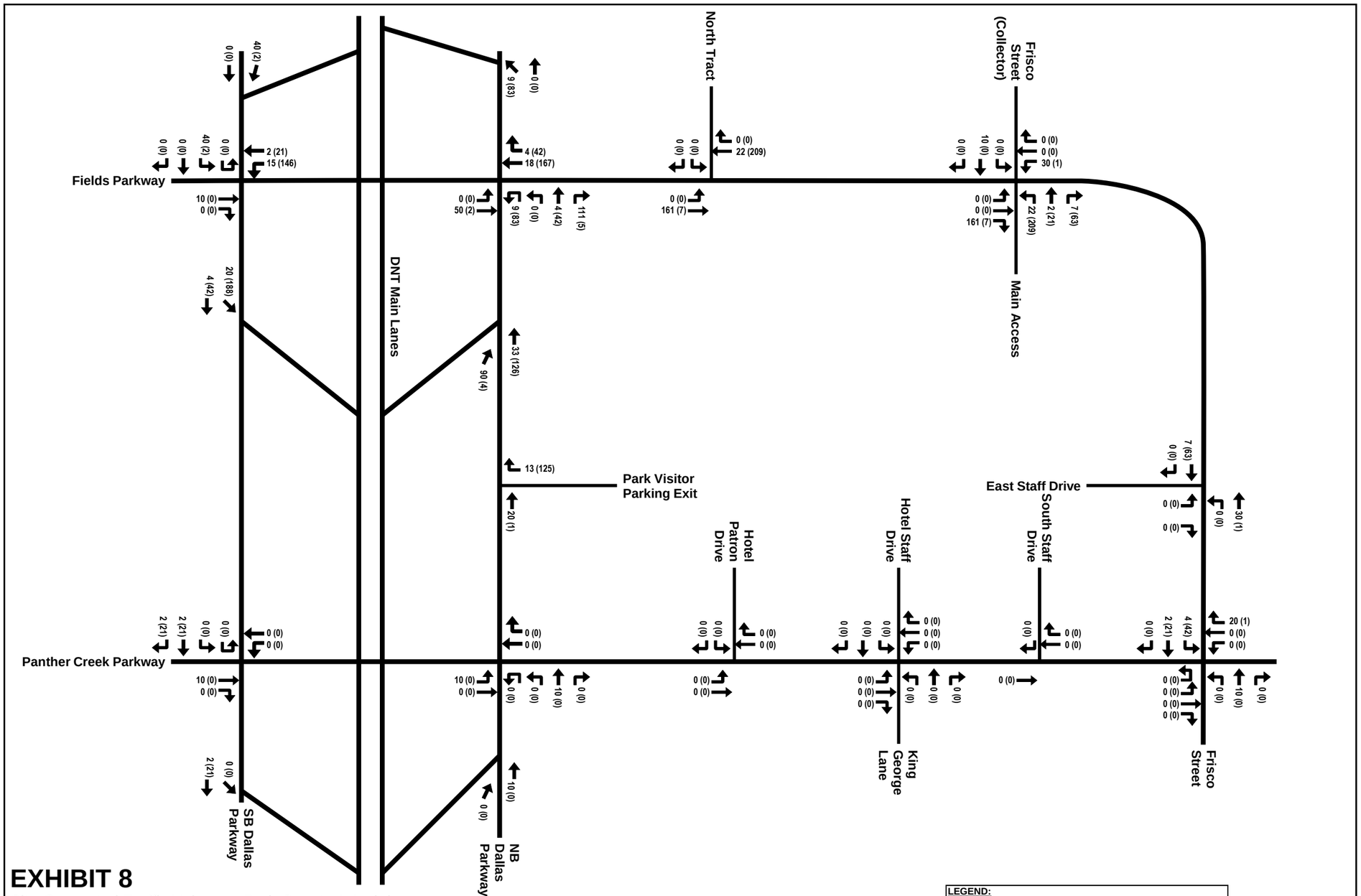


EXHIBIT 8

Site-Generated Traffic Volumes: Park Guests, Weekday

P117 - Frisco, Texas

Kimley»Horn

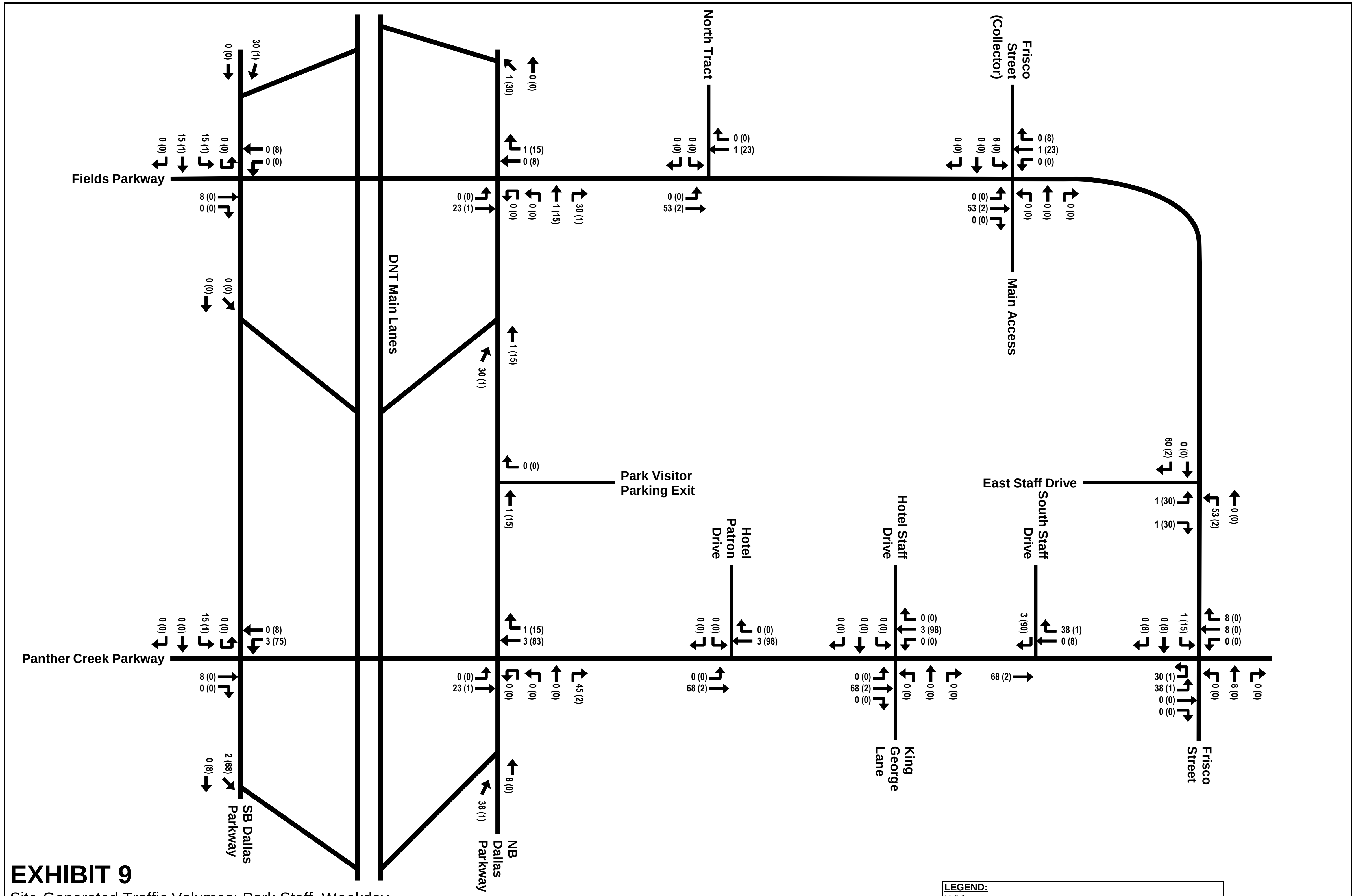


EXHIBIT 9

Site-Generated Traffic Volumes: Park Staff, Weekday

P117 - Frisco, Texas

Kimley»Horn

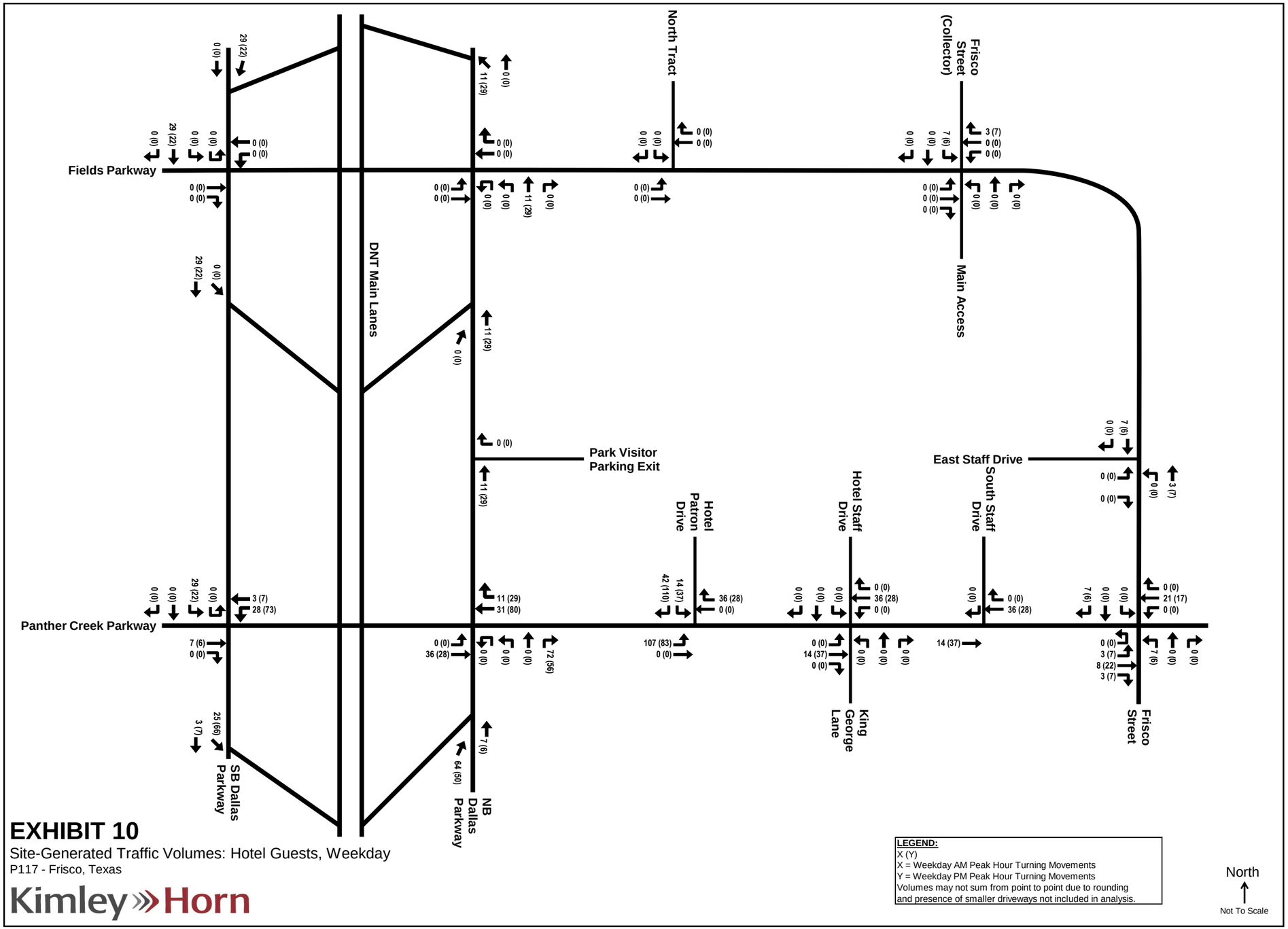


EXHIBIT 10

Site-Generated Traffic Volumes: Hotel Guests, Weekday

P117 - Frisco, Texas

Kimley»Horn

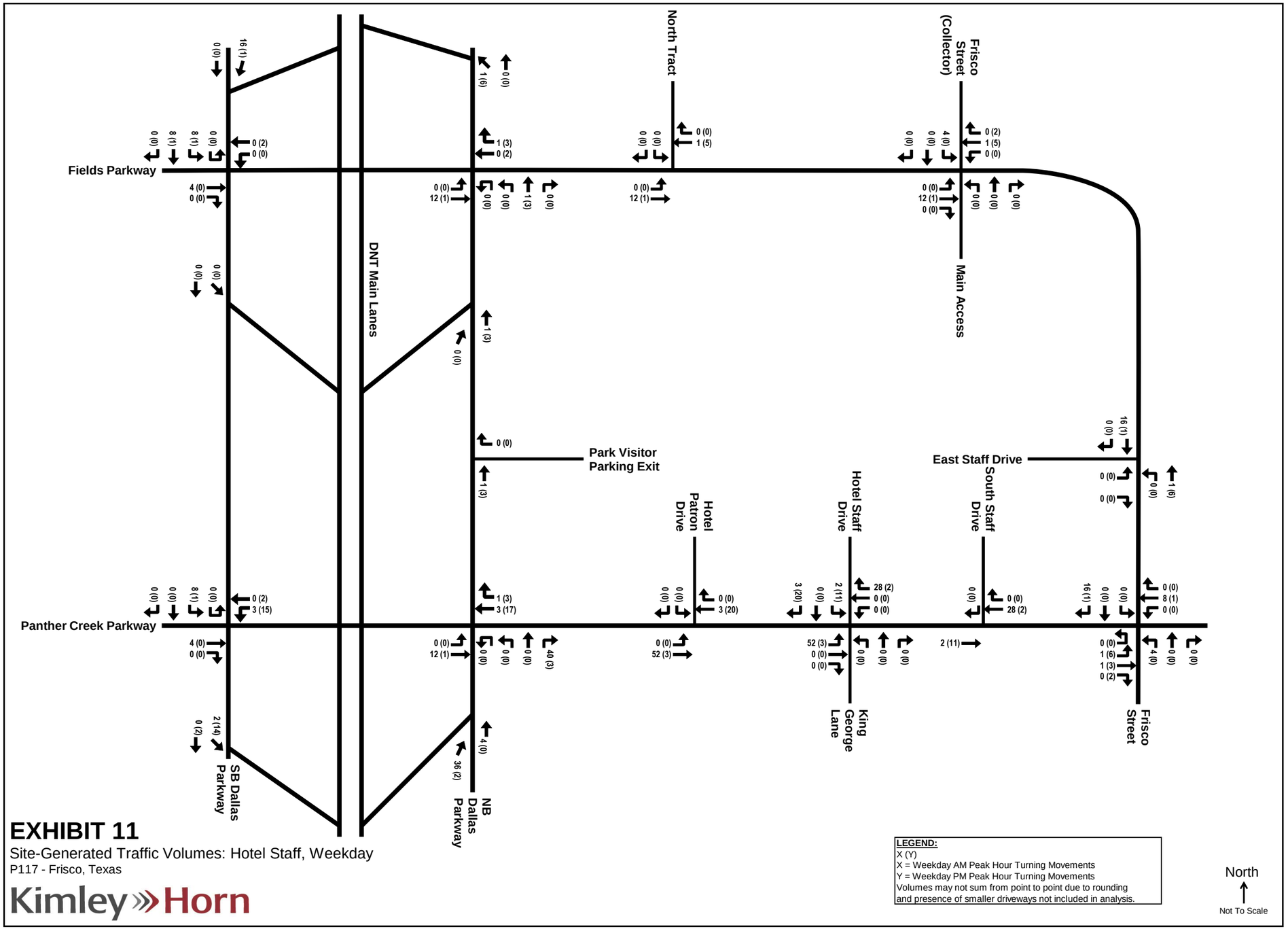


EXHIBIT 11

Site-Generated Traffic Volumes: Hotel Staff, Weekday

P117 - Frisco, 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

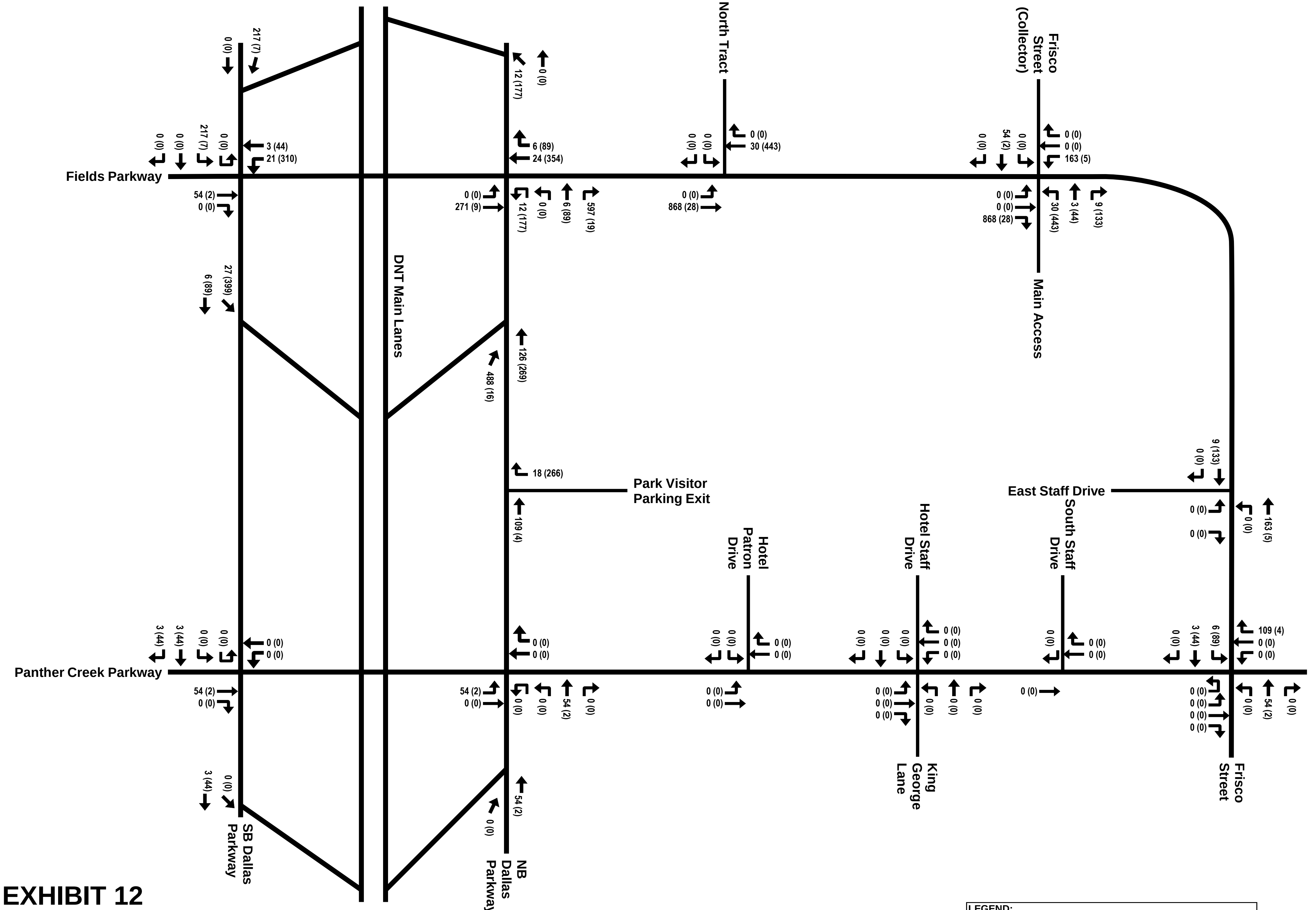


EXHIBIT 12

Site-Generated Traffic Volumes: Park Guests, Peak Day

P117 - Frisco, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Peak Day AM Peak Hour Turning Movements
Y = Peak Day 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

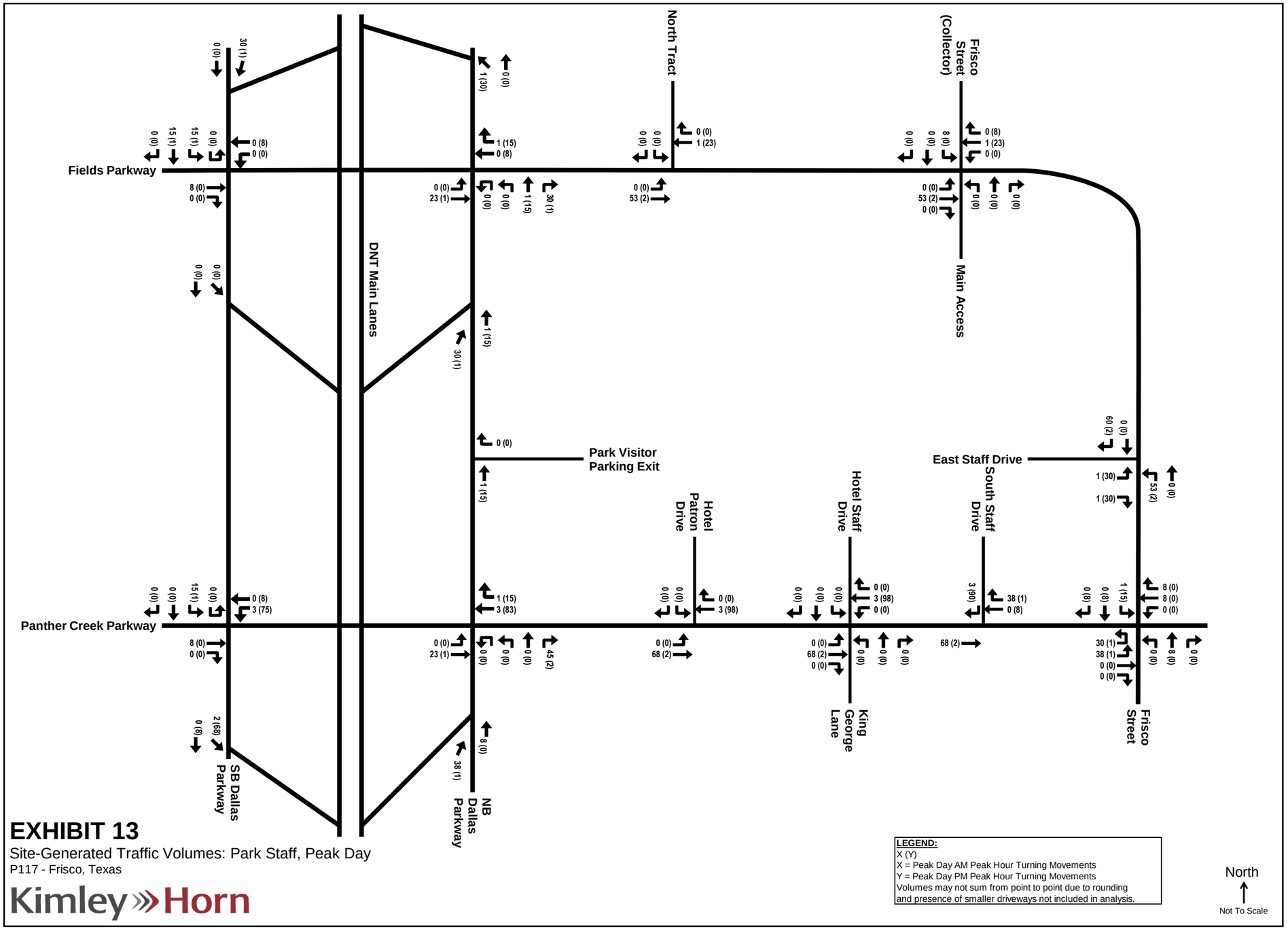


EXHIBIT 13

Site-Generated Traffic Volumes: Park Staff, Peak Day

P117 - Frisco, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Peak Day AM Peak Hour Turning Movements
Y = Peak Day 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

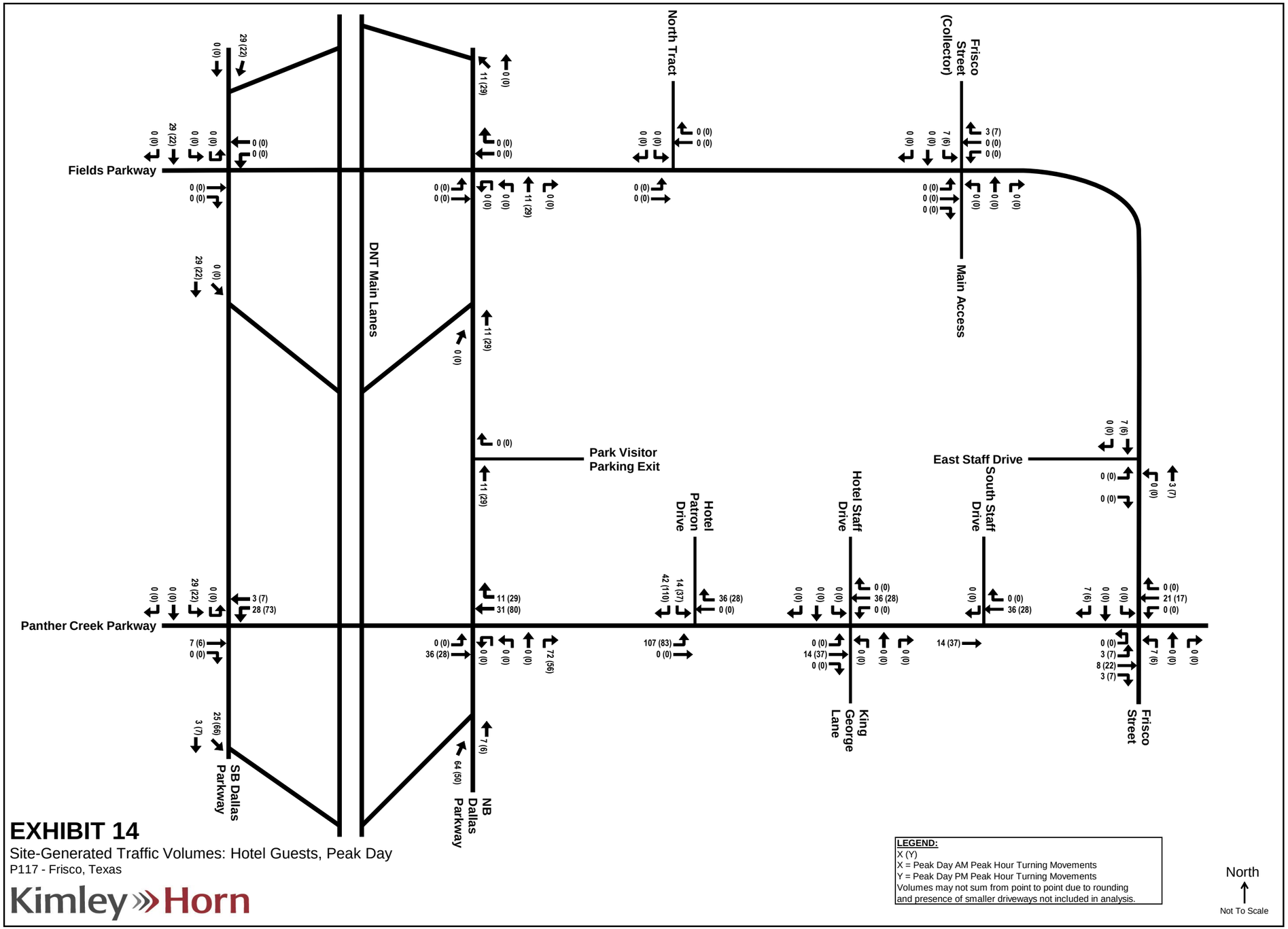


EXHIBIT 14

Site-Generated Traffic Volumes: Hotel Guests, Peak Day

P117 - Frisco, Texas

Kimley»Horn

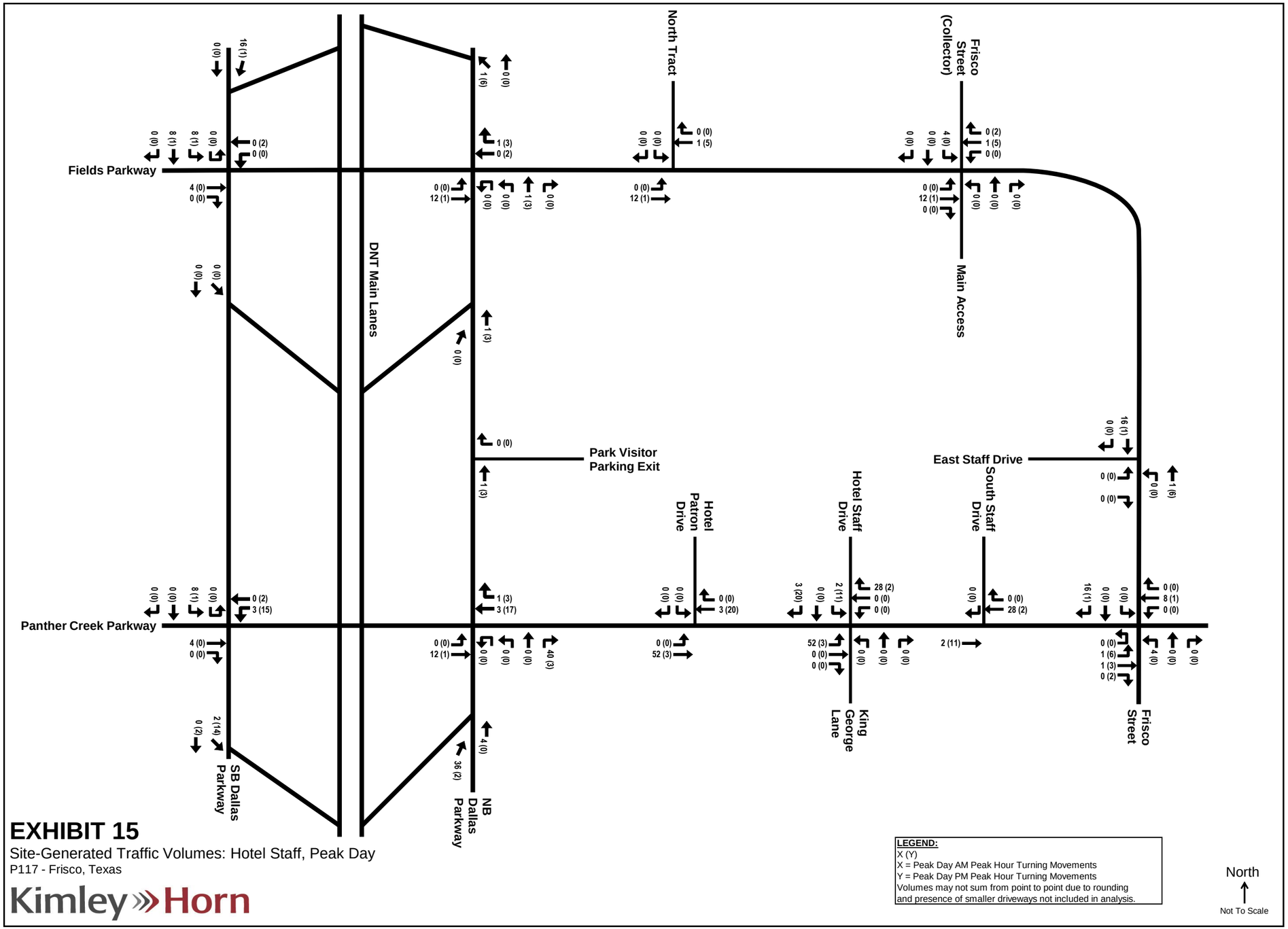


EXHIBIT 15

Site-Generated Traffic Volumes: Hotel Staff, Peak Day

P117 - Frisco, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Peak Day AM Peak Hour Turning Movements
Y = Peak Day 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

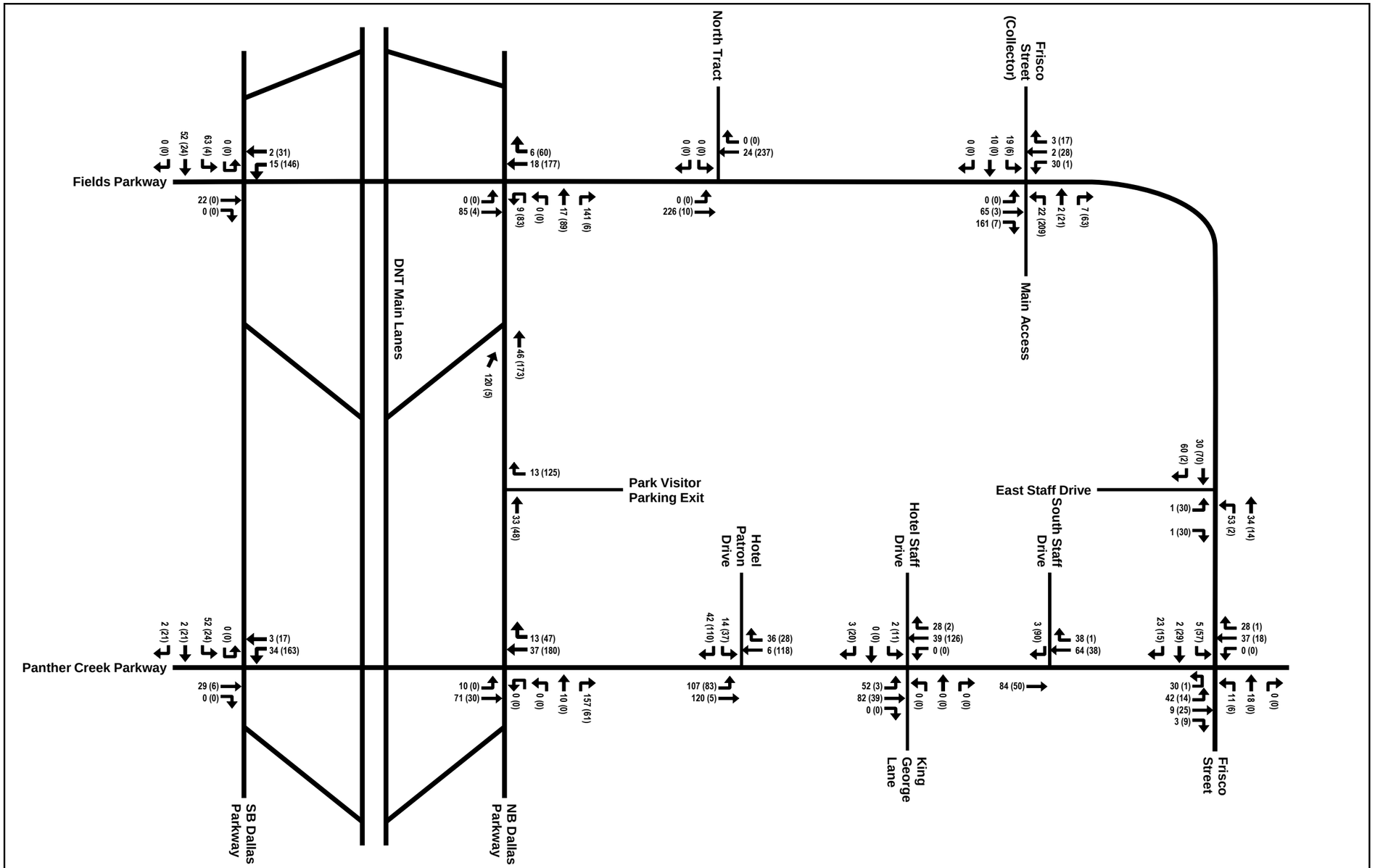


EXHIBIT 16

Buildout Site-Generated Traffic Volumes: Weekday

P117 - Frisco, 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

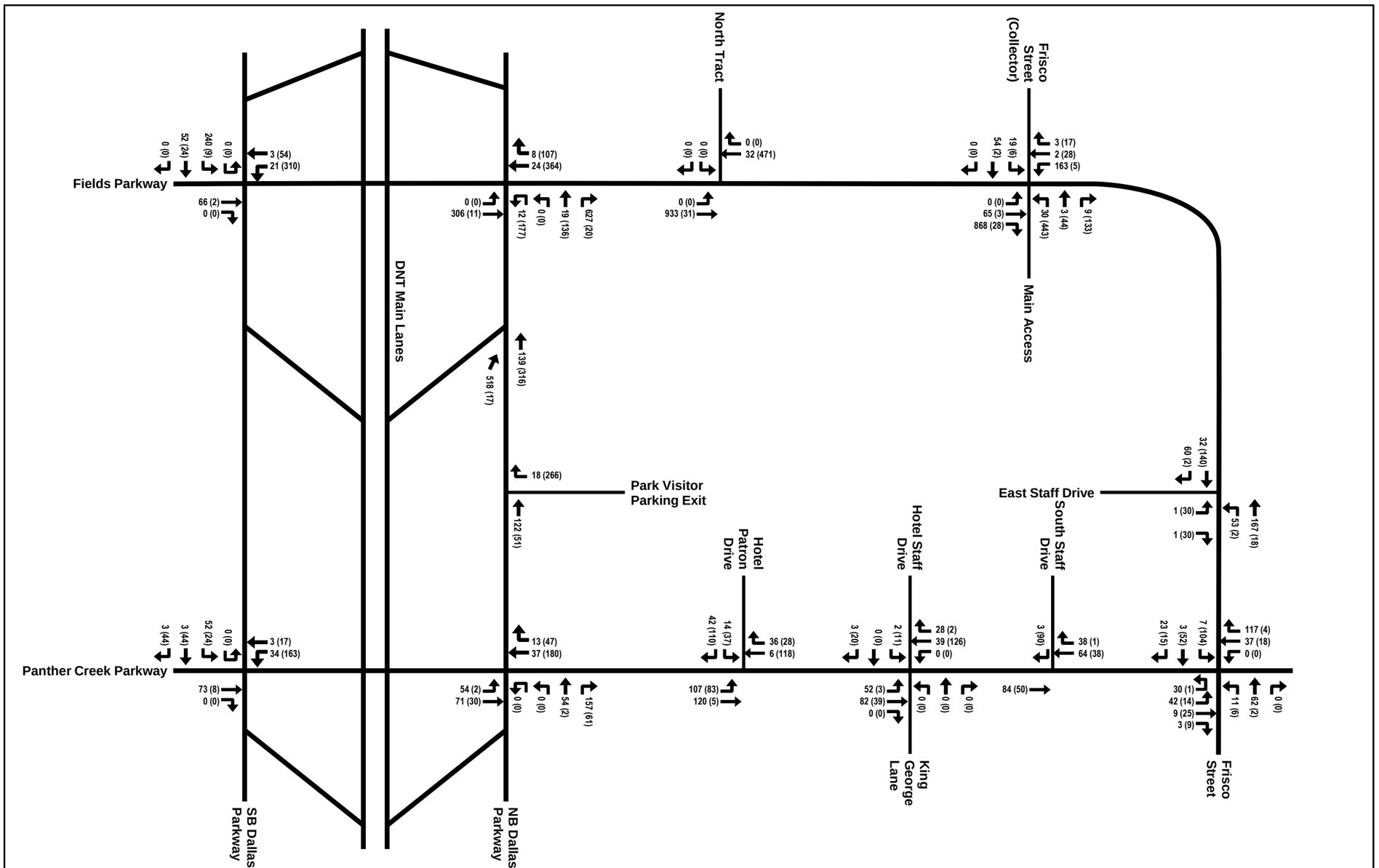


EXHIBIT 17

Buildout Site-Generated Traffic Volumes: Peak Day

P117 - Frisco, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Peak Day AM Peak Hour Turning Movements
Y = Peak Day 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

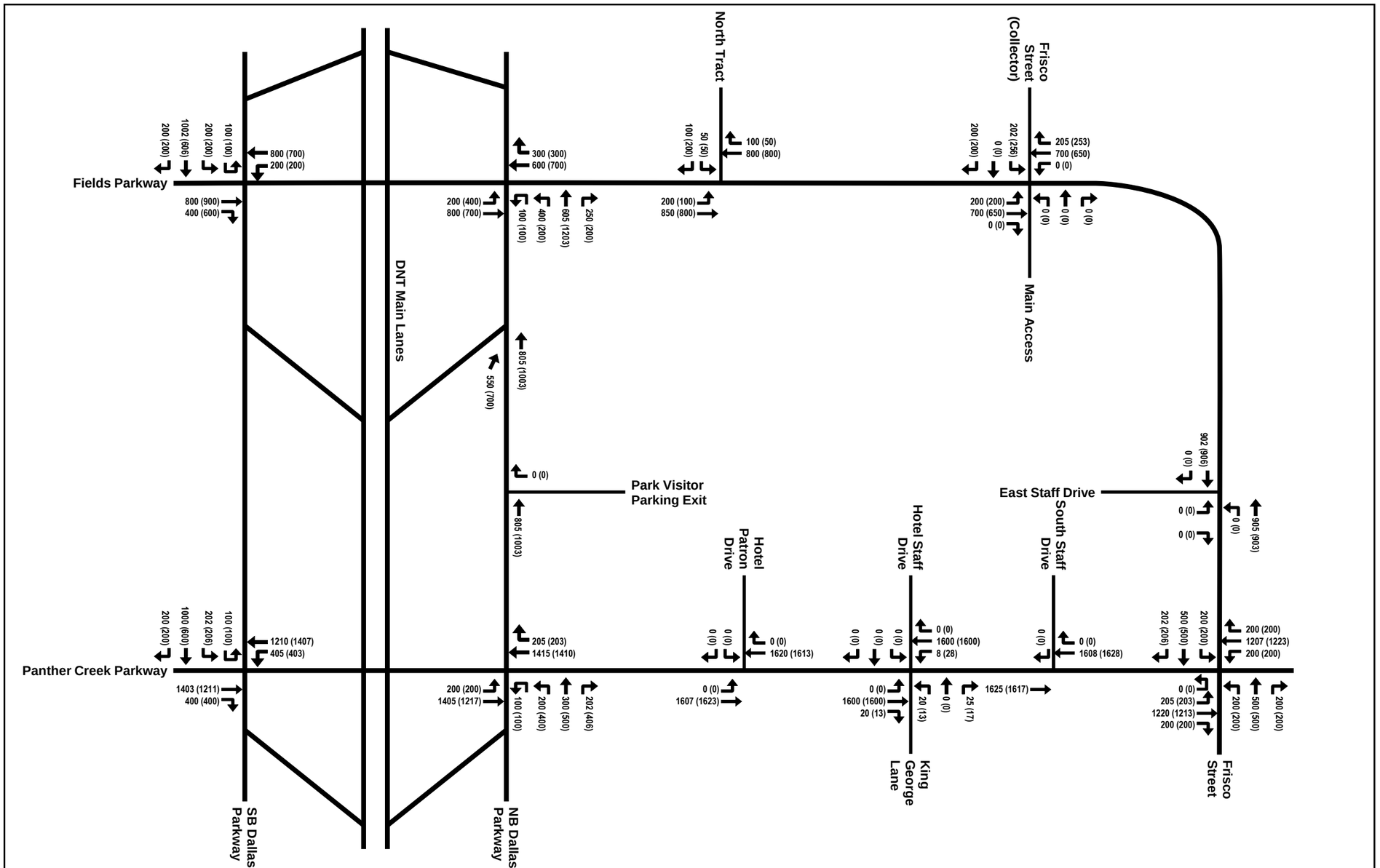


EXHIBIT 18

Buildout Weekday Background Traffic

P117 - Frisco, 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

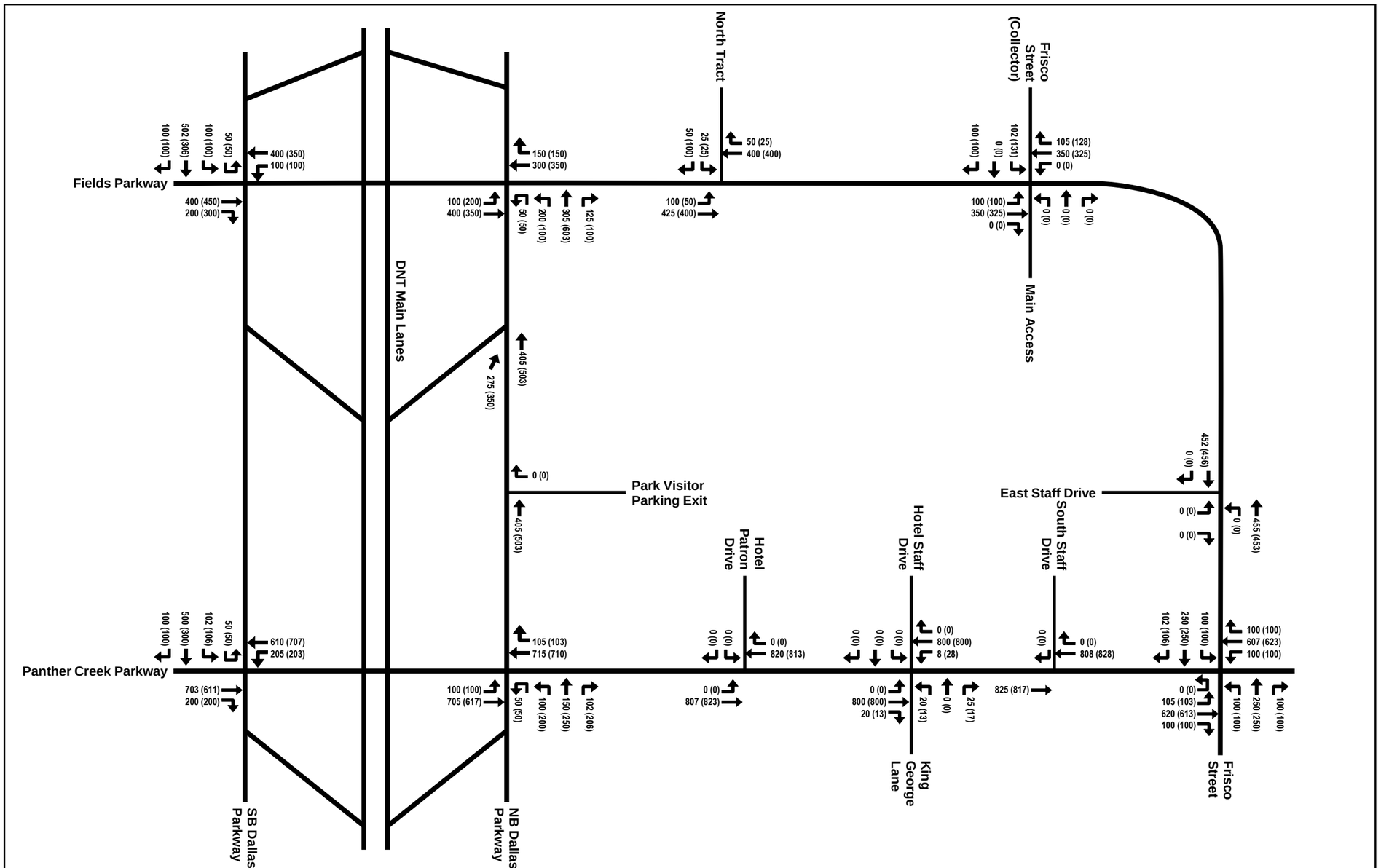


EXHIBIT 19

Buildout Peak Day Background Traffic

P117 - Frisco, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Peak Day AM Peak Hour Turning Movements
Y = Peak Day 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

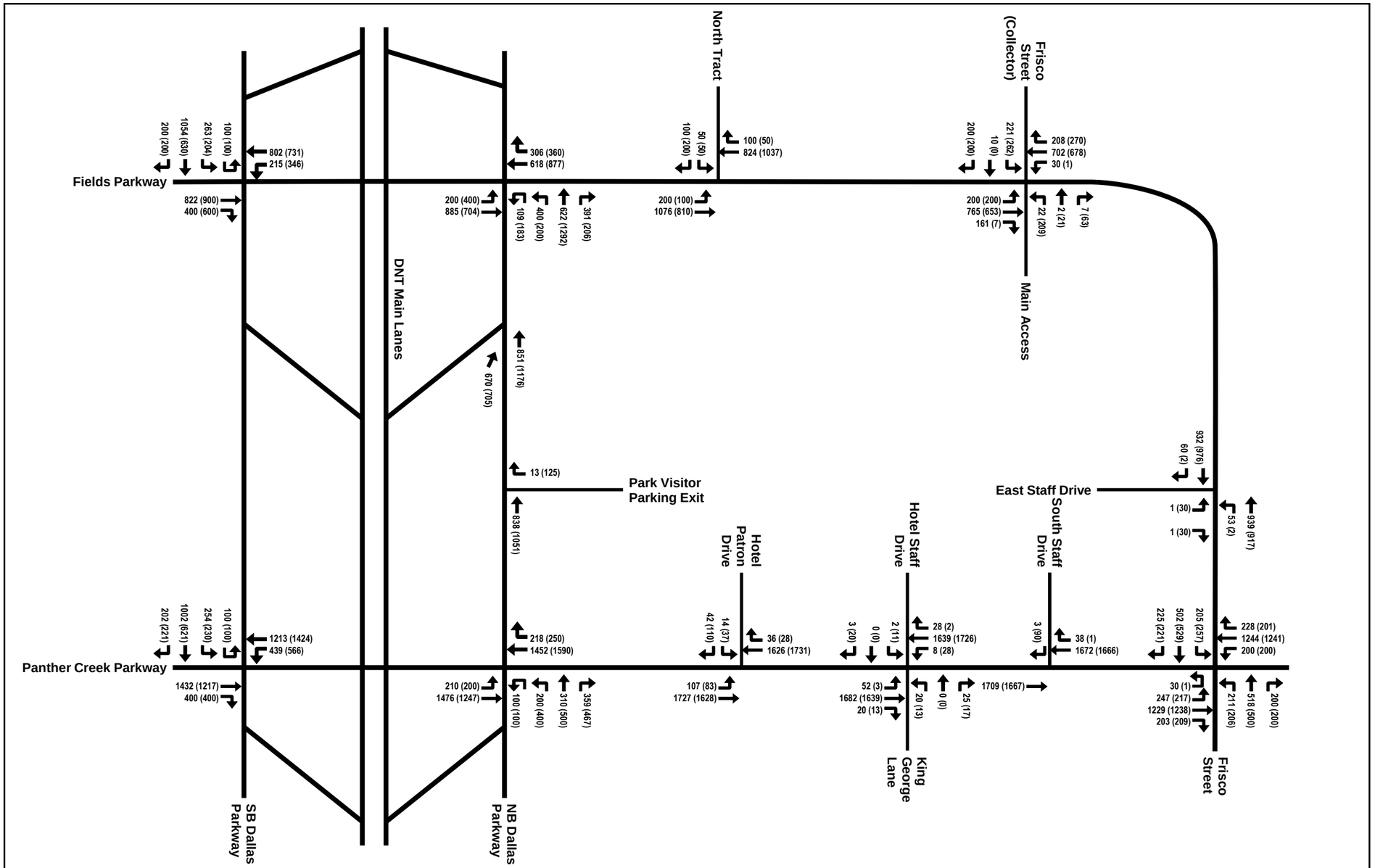


EXHIBIT 20

Buildout Weekday Background Plus Site-Generated Traffic

P117 - Frisco, 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

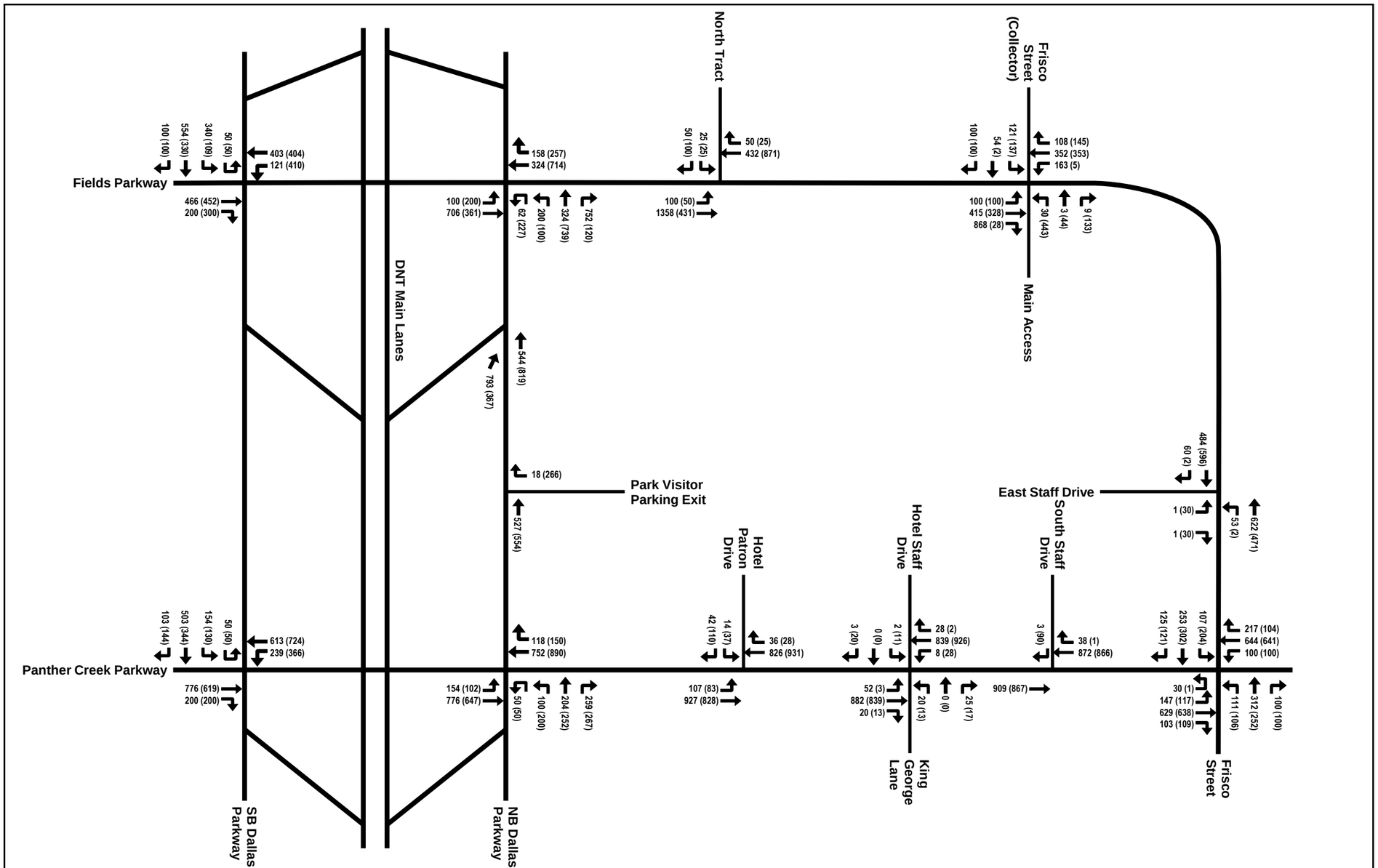


EXHIBIT 21

Buildout Peak Day Background Plus Site-Generated Traffic

P117 - Frisco, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Peak Day AM Peak Hour Turning Movements
Y = Peak Day 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

IV. TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn conducted a traffic operations analysis to determine potential capacity deficiencies in the regional buildout study year at the study intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual.*

A. Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). Level of service and the corresponding analysis methodology are explained in **Appendix A**.

Calculations for the level of service at the key intersections identified for study are provided in the **Appendix** of this report. The analyses assumed the lane geometry and intersection control shown in **Exhibit 3**.

B. Analysis Results

Table 2 show the intersection operational results for the weekday AM and PM peak hours. **Table 3** shows the results for the peak day inbound and outbound peak hour.

C. Weekday Peak Hour Traffic Operations

Using regional buildout traffic plus the 7,500-attendance average day for the P117 site, both the AM and PM peak hour intersections show delays that are in line with expectations for fully built-out conditions in Frisco. The P117 site is not significantly affecting the intersection operations in any location, since as noted its traffic generation on the average day is probably less than the conventional development for which the thoroughfares were planned have been on the parcel.

The Dallas Parkway interchanges with Fields Parkway and Panther Creek Parkway operate at overall LOS C or D in both AM and PM peak hours. The heavy directions of Dallas Parkway do show delays of LOS E, as do some of the heavier arterial approaches. This is to be expected with heavily traveled frontage roads and the limited ramping opportunities to the DNT main lanes. Specifically for site traffic, the northbound Dallas Parkway approach to Fields Parkway operates at LOS E in the AM peak hour.

For the Main Access intersection at Fields Parkway and Frisco Street, both the inbound and outbound approaches operate at LOS D or better in both peak hours, and the intersection operates at an overall LOS B in both peak hours.

The remaining intersections, including the site driveways, operate at favorable conditions. The only exception is East Staff Drive at Frisco Street in the PM peak hour, when departing staff face LOS F delays when making outbound left turns to northbound Frisco Street. These conditions are expected when entering a busy arterial from an unsignalized driveway, and are not a failure. Vehicles simply have to wait for the nearby

signals to create gaps in the passing traffic, and the results show that the other driveways have excess capacity if drivers choose to use other routes.

The addition of the hotel staff traffic and other site traffic to Panther Creek Parkway does not impact the conditions for Cobb Hill neighborhood traffic entering or exiting King George Lane. Both the westbound left-turn from Panther Creek Parkway to King George Lane and the northbound movement out of King George Lane operate at favorable LOS B before and after the site traffic is added.

D. Peak Day Inbound and Outbound Peak Hour Traffic Operations

Intersection operations on the weekend or holiday with the P117 site's peak attendance show most intersection conditions improving compared to the weekday scenario. Even the site driveways show better conditions due to the lower conflicting traffic, despite the higher site traffic at these hours. This illustrates how the site's traffic peaks are generally separated in time from the background traffic peaks.

The one exception is the northbound Dallas Parkway intersection at Fields Parkway, where the heavy inbound traffic in the inbound peak hour results in overall LOS F conditions, and over 190 seconds of delay (about 2 signal cycles) for the northbound approach and the heavy northbound right-turn towards the site. The following section investigates a mitigation measure which will address this unfavorable condition.

Later in this report, the VISSIM Weaving Analysis discusses the weaving conditions of the northbound off-ramp from the Dallas North Tollway to Northbound Dallas Parkway as both approach Fields Parkway.

E. Peak Day Inbound and Outbound Peak Hour Traffic Operations: Mitigation

To mitigate the larger delays seen on northbound Dallas Parkway at Fields Parkway in the peak day inbound peak hour, a changeable northbound shared through and right-turn lane should be included as part the signal. The rightmost through traffic lane would be selectable to allow it to function as a through-right shared lane. The shared right-turn lane could be communicated to drivers with a changeable lane-control sign, as is currently used on eastbound Main Street at Dallas Parkway in Frisco. During the inbound visitor traffic period of the site's maximum-attendance days, it is beneficial to have two northbound right-turning lanes from NB Dallas Parkway to EB Fields Parkway. This capability allows more arriving vehicles to make the right turn in a shorter time, and also reduces the number of weaving lane changes needed to reach the right-turn movement from the northbound off-ramp.

Table 4 shows the intersection operations in the peak day scenario for the inbound peak hour, before and after the activation of the northbound double right turn capability. The mitigation lane configuration can be seen in **Exhibit 3**. With the shared northbound right-turn lane in effect, the northbound approach delay is reduced to 50 seconds of

delay at LOS D, and the overall intersection improves from LOS F to LOS C. The double right-turn capability completely removes the additional delay from the large inbound site traffic in that brief time period. With the mitigation in place, the intersection operates very closely to the conditions under the background traffic scenario without site traffic.

This double right-turn capability is not necessary for acceptable operations during the site's average days, or even on maximum-attendance days once the inbound period is completed. During most of the time, the northbound approach could operate at its default configuration with three through lanes and a right-turn lane. The selection criteria for activating the selectable shared right-turn movement would initially be scheduled by coordination of expected visitor levels for the P117 site. However, the City's monitoring of the traffic conditions from the Traffic Management Center would reveal other performance-based selection criteria (e.g., right-turn volume or right-turn queue spillback) which would allow dynamic, responsive control of the turning movement. The shared right-turn lane would be expected to be activated from 60-105 hours per year (approximately 3 hours per day on the site's 20-35 highest days, covering roughly 8AM to 11 AM on the top 10% busiest days).

Table 2 – Intersection Operational Results: Weekday and Peak Day AM Peak Hour

INTERSECTION	APPROACH	Weekday Background Traffic		Weekday Background + Site Traffic		Peak Day Background Traffic		Peak Day Background + Site Traffic	
		AM PEAK HOUR		AM PEAK HOUR		AM PEAK HOUR		AM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Signalized Intersection									
Fields Parkway @ SB Dallas Parkway	EB	33.5	C	34.4	C	41.6	D	36.1	D
	WB	1.4	A	1.3	A	0.5	A	0.5	A
	SB	54.6	D	57.1	E	24.3	C	36.0	D
	Overall	**32.8**	**C**	**34.6**	**C**	**23.5**	**C**	**27.5**	**C**
Fields Parkway @ NB Dallas Parkway	EB	1.1	A	1.1	A	0.7	A	0.8	A
	WB	50.8	D	45.6	D	47.9	D	41.1	D
	NB	49.6	D	59.1	E	50.9	D	194.4	F
	Overall	**34.6**	**C**	**37.1**	**D**	**34.2**	**C**	**104.7**	**F**
Fields Parkway @ Frisco Street @ Main Park Access	EB	5.9	A	4.9	A	2.2	A	8.5	A
	WB	8.3	A	7.8	A	3.8	A	4.4	A
	NB	-	F	50.5	D	-	F	53.2	D
	SB	44.2	D	49.1	D	46.1	D	49.8	D
	Overall	**13.9**	**B**	**14.1**	**B**	**10.9**	**B**	**13.2**	**B**
Panther Creek Parkway @ Frisco Street	EB	15.0	B	21.0	C	1.8	A	3.4	A
	WB	24.3	C	24.9	C	5.4	A	5.6	A
	NB	42.6	D	43.2	D	39.3	D	40.4	D
	SB	40.1	D	23.9	C	39.4	D	29.5	C
	Overall	**27.4**	**C**	**26.7**	**C**	**16.3**	**B**	**15.3**	**B**
Panther Creek Parkway @ NB Dallas Parkway	EB	2.8	A	3.3	A	0.9	A	0.6	A
	WB	46.0	D	46.2	D	43.8	D	44.1	D
	NB	53.9	D	83.3	F	40.4	D	34.8	C
	Overall	**29.8**	**C**	**36.7**	**D**	**25.7**	**C**	**24.7**	**C**
Panther Creek Parkway @ SB Dallas Parkway	EB	54.7	D	56.3	E	40.3	D	41.7	D
	WB	2.3	A	2.1	A	0.8	A	0.6	A
	SB	40.2	D	40.2	D	48.8	D	41.9	D
	Overall	**32.9**	**C**	**33.5**	**C**	**29.4**	**C**	**28.3**	**C**
Unsignalized Intersection									
Fields Parkway @ North Tract	EBL	10.8	B	11.2	B	9.4	A	9.4	A
	SBL*	20.8	C	23.4	C	12.8	B	17.5	C
	SBR*	10.8	B	10.7	B	9.6	A	9.6	A
Frisco Street @ East Staff Drive	NBL	-	-	16.9	C	-	-	11.5	B
	EBL*	-	-	-	-	-	-	-	-
	EBR*	-	-	-	-	-	-	-	-
Panther Creek Parkway @ South Staff Drive	SBR*	-	-	-	-	-	-	-	-
Panther Creek Parkway @ Hotel Staff Drive / King George Lane	EBL	-	-	10.8	B	-	-	9.4	A
	WBL	10.2	B	10.4	B	8.9	A	9.1	A
	NBT*	13.5	B	14.8	B	10.8	B	11.5	B
	SBL*	-	-	-	-	-	-	-	-
	SBR*	-	-	-	-	-	-	-	-
Panther Creek Parkway @ Hotel Patron Drive	EBL	-	-	11.6	B	-	-	9.7	A
	SBL*	-	-	18.0	C	-	-	12.0	B
	SBR*	-	-	12.0	B	-	-	10.2	B
NB Dallas Parkway @ Park Visitor Parking Exit	WBR*	-	-	11.7	B	-	-	10.2	B

* = STOP-Controlled

Table 3 – Intersection Operational Results: Weekday and Peak Day PM Peak Hour

INTERSECTION	APPROACH	Weekday Background Traffic		Weekday Background + Site Traffic		Peak Day Background Traffic		Peak Day Background + Site Traffic	
		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Signalized Intersection									
Fields Parkway @ SB Dallas Parkway	EB	41.0	D	56.2	E	36.9	D	36.7	D
	WB	1.3	A	0.8	A	0.6	A	1.0	A
	SB	62.8	E	65.3	E	38.0	D	45.9	D
	Overall	**36.9**	**D**	**42.3**	**D**	**27.7**	**C**	**25.2**	**C**
Fields Parkway @ NB Dallas Parkway	EB	0.5	A	0.5	A	0.3	A	0.4	A
	WB	56.2	E	53.9	D	45.8	D	62.7	E
	NB	59.5	E	70.5	E	45.0	D	41.1	D
	Overall	**41.1**	**D**	**46.3**	**D**	**31.9**	**C**	**40.4**	**D**
Fields Parkway @ Frisco Street @ Main Park Access	EB	7.7	A	6.7	A	1.9	A	3.6	A
	WB	11.3	B	10.6	B	3.3	A	5.2	A
	NB	-	F	48.1	D	-	F	50.4	D
	SB	43.3	D	36.6	D	55.0	D	37.5	D
	Overall	**16.5**	**B**	**18.3**	**B**	**13.5**	**B**	**24.5**	**C**
Panther Creek Parkway @ Frisco Street	EB	12.0	B	13.7	B	2.8	A	4.3	A
	WB	25.4	C	27.0	C	7.8	A	11.5	B
	NB	54.2	D	54.8	D	37.2	D	56.2	E
	SB	50.3	D	45.1	D	27.7	C	51.9	D
	Overall	**30.7**	**C**	**31.1**	**C**	**15.0**	**B**	**25.7**	**C**
Panther Creek Parkway @ NB Dallas Parkway	EB	3.7	A	4.2	A	0.8	A	0.8	A
	WB	41.3	D	47.5	D	41.4	D	37.6	D
	NB	61.9	E	74.0	E	36.1	D	33.9	C
	Overall	**35.2**	**D**	**41.8**	**D**	**26.5**	**C**	**25.5**	**C**
Panther Creek Parkway @ SB Dallas Parkway	EB	59.6	E	60.1	E	43.7	D	43.8	D
	WB	1.9	A	1.3	A	0.8	A	0.3	A
	SB	54.4	D	63.7	E	52.7	D	65.7	E
	Overall	**34.8**	**C**	**35.9**	**D**	**28.2**	**C**	**30.4**	**C**
Unsignalized Intersection									
Fields Parkway @ North Tract	EBL	10.0	A	10.2	B	8.8	A	9.3	A
	SBL*	16.0	C	16.6	C	11.5	B	12.2	B
	SBR*	11.8	B	12.6	B	10.0	A	10.9	B
Frisco Street @ East Staff Drive	NBL	-	-	-	-	-	-	-	-
	EBL*	-	-	55.4	F	-	-	23.4	C
	EBR*	-	-	14.2	B	-	-	11.7	B
Panther Creek Parkway @ South Staff Drive	SBR*	-	-	13.1	B	-	-	10.8	B
Panther Creek Parkway @ Hotel Staff Drive / King George Lane	EBL	-	-	-	-	-	-	-	-
	WBL	10.4	B	10.5	B	9.0	A	9.2	A
	NBT*	14.0	B	14.9	B	10.8	B	10.8	B
	SBL*	-	-	18.1	C	-	-	12.2	B
	SBR*	-	-	12.2	B	-	-	10.2	B
Panther Creek Parkway @ Hotel Patron Drive	EBL	-	-	11.3	B	-	-	9.9	A
	SBL*	-	-	16.1	C	-	-	12.4	B
	SBR*	-	-	13.9	B	-	-	11.0	B
NB Dallas Parkway @ Park Visitor Parking Exit	WBR*	-	-	15.9	C	-	-	13.8	B

* = STOP-Controlled

Table 4 – Intersection Operational Results: Peak Day AM Mitigation Comparison

INTERSECTION	APPROACH	Peak Day Background Traffic		Peak Day Background + Site Traffic		Peak Day Background + Site Traffic With Mitigation	
		AM PEAK HOUR		AM PEAK HOUR		AM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Signalized Intersection							
Fields Parkway @ SB Dallas Parkway	EB	41.6	D	36.1	D	36.1	D
	WB	0.5	A	0.5	A	0.5	A
	SB	24.3	C	36.0	D	36.0	D
	Overall	**23.5**	**C**	**27.5**	**C**	**27.5**	**C**
Fields Parkway @ NB Dallas Parkway	EB	0.7	A	0.8	A	0.8	A
	WB	47.9	D	41.1	D	41.1	D
	NB	50.9	D	194.4	F	50.5	D
	Overall	**34.2**	**C**	**104.7**	**F**	**33.1**	**C**

V. VISSIM WEAVING ANALYSIS

A. Introduction

As part of the TIA, a supplemental analysis was performed to analyze the vehicular weaving on the northbound Dallas North Tollway frontage road at the existing off-ramp between Panther Creek Parkway and Fields Parkway. The analysis includes the proposed scenario for the P117 development.

The purpose of this analysis was to determine the impacts of the site traffic on the weaving movement located on the Dallas North Tollway northbound frontage road and off-ramp at Fields Parkway. The weaving movement analyzed is shown in **Figure 1**. The conflicting weaving movement will occur when drivers exiting from DNT are wanting to make a right turn on Fields Parkway to access the site or travel eastbound on Fields Parkway, and drivers that are on the frontage road wanting to go straight or U-turn on the frontage road or turn left onto Fields Parkway.

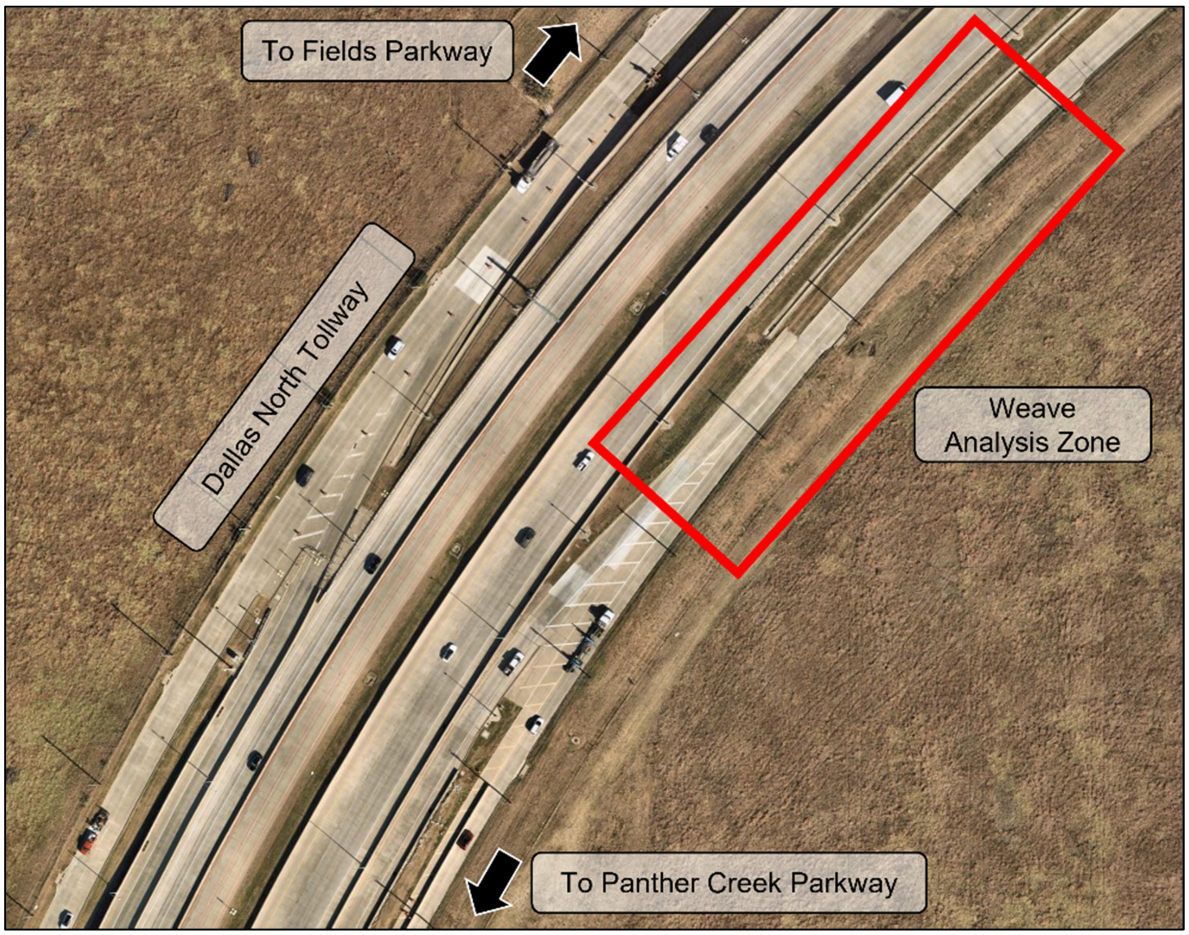


Figure 1 - Weaving Analysis Zone

Baseline conditions for this analysis weave zone consist of a two-lane northbound frontage road and Future Fields Parkway, which has not yet been constructed.

Like the traffic impact analysis, the two time periods analyzed were the weekday AM peak and peak day. Volumes used for the Weekday AM Peak scenario are found in **Exhibit 20**. Volumes used for the Peak Day scenario are found in **Exhibit 21**.

The surrounding roadway infrastructure was modeled according to the *City of Frisco – Dallas Parkway Lane Requirements* (labeled **Exhibit A1**, attached to the end of this report), and background traffic represented typical traffic patterns for the conditions. Based on the lane configuration in **Exhibit A1**, there is approximately 600 feet between ramp gore to the intersection and 250 feet between the ramp gore and the beginning of the northbound right turn bay. According to the TxDOT Roadway Design Manual (Table 3-16), the desirable distance between the ramp gore and the intersection for this project is 460 feet.

The model was analyzed using the microsimulation software Vissim. The model was run for the peak hour for both scenarios mentioned above with a 15-minute seeding period.

The analysis of this weaving zone was dependent on the following:

- lane configuration of Dallas Parkway,
- the anticipated background traffic volume,
- the site generated traffic volume, and
- the signal timing at Dallas Parkway and Fields Parkway.

Variation of these parameters would impact the traffic operational analysis and may lead to a different operational outcome for the weaving movement. Of particular interest is the lane configuration used in the analysis. The *City of Frisco – Dallas Parkway Lane Requirements* (mentioned above) were used for the analysis and are an important component for the successful operation of the weaving movement. It is recommended to coordinate with the City to understand the construction timeline for these improvements.

B. Limitations

A limitation of the Vissim model is that for the base scenarios, the northbound right turn bay at Dallas Parkway and Fields Parkway was modeled such that vehicles must enter at the start of the turn bay rather than along the whole turn bay. Vehicles would likely enter the turn bay wherever possible, depending on the length of the queue. This limitation of Vissim created additional delay at the weave point that may not be present in actual conditions.

C. Base Scenario Results

The base scenario was modeled using roadway geometry found in **Exhibit A1** and the signal timing mirrors the timing used in the Synchro analysis. The base scenario was analyzed with the Weekday AM Peak volumes and the Peak Day volumes.

When analyzing the base scenario using Weekday AM Peak volumes, the weaving movement appears to operate acceptably.

When analyzing the base scenario using Peak Day volumes, there is significant congestion that backs up to the Dallas North Tollway main lanes.

Sensitivity Analysis

A sensitivity analysis was conducted for the weaving analysis zone. Background traffic volumes were increased by 10% incrementally for the Weekday AM Peak volumes to determine at what volume threshold the weave movement creates significant congestion (i.e., off ramp queues that back up to the Dallas North Tollway main lanes). The model shows that between a 30%-40% increase in background traffic, the queues for the offramp begin to extend back to the Dallas North Tollway main lanes. A sensitivity analysis was not conducted for the Peak Day volumes because there was already significant congestion using the base Peak Day volumes.

D. Mitigation Scenario Results

Due to the congestion present in the Vissim model for the Peak Day Base Scenario, a mitigation is recommended to increase throughput for the northbound right at Dallas Parkway and Fields Parkway. A changeable northbound shared through-right turn lane on Dallas Parkway at Fields Parkway was modeled for the mitigation scenario. The rightmost through traffic lane would be allowed to function as a shared through-right lane. The shared through-right turn lane could be communicated to drivers with a changeable lane-control sign. This would require intersection improvements, signal timing changes, and other hardware.

When analyzing the mitigation scenario using Weekday AM Peak volumes, the weaving movement appears to operate acceptably. Additionally, with the mitigation the weaving movement appears to operate acceptably up to 30-40% extra background volumes.

When analyzing the mitigation scenario using Peak Day volumes, the weaving movement appears to operate acceptably. Additionally, with the mitigation the weaving movement appears to operate acceptably up to 20-30% extra background volumes.

E. Summary of Findings

Below is a summary of findings based on the traffic operational analysis derived from the Base conditions and Mitigations conditions model.

- It is recommended to consider mitigation measures for the northbound right-turning movement at Dallas Parkway at Fields Parkway to increase northbound right throughput. One recommended mitigation measure is a changeable northbound shared through-right turn lane during the Weekday AM Peak and Peak Day.
- Based on the assumptions used for the analysis, the Vissim model shows that if mitigation measures are taken, the weaving movement would likely operate acceptably during the Weekday AM Peak and the Peak Day.
- The findings for this analysis are dependent on the inputs of the Vissim model. If lane configuration on Dallas Parkway were different than what is modeled, it could decrease the operational efficiency of the weaving movement.
- It is recommended to coordinate with the City of Frisco to determine when the improvements along Dallas Parkway are anticipated to be completed.

VI. CIRCULATION PLAN

Exhibit 22 shows the PSP with the inbound and outbound vehicle paths for each group as the preliminary circulation plan. This plan will be fleshed out as the site development continues, adding detail about striping, traffic control devices, and directional signage for both drivers and pedestrians.

Visitor Circulation

Upon entry at the Main Access, park guests (red lines) proceed through the parking toll gates, then move into the parking fields. Each parking field is arranged for speed parking, where attendants direct guests to fill each space and all vehicles face towards the exit direction. Upon filling the two rows fed from an aisle, the attendants close the aisle and start filling the next parking rows via the next aisle further away from the entrance. The closed aisle allows guests to unload and walk more safely to the entrances.

For departing park guests (blue lines), each parking aisle leads to the exit lanes, which join up and lead to the Main Access. Guests in the southern parking field also have the opportunity to exit directly to northbound Dallas Parkway via Drive 4. As shown in the intersection operation, this outbound movement operates at LOS C or better in all time periods.

There are intersections at the corners of the parking fields where the inbound and outbound guest paths appear to cross over. This is a function of the parking layout oriented towards the pedestrian entrances, and the crossings will be controlled by staffers at those locations, marked as traffic control points on the plan. However, there is relatively little overlap in time between the inbound and outbound guest movements. At the peak entry time, there is almost no outbound traffic, and there is no inbound traffic at the peak outbound times. This distribution means that conflicts will be very limited.

Buses and other special vehicles will be able to go to the curb nearest to the park entrances to unload, then they will park in designated spaces around the perimeter of the parking field. For departure, the buses will meet their parties in a dedicated bus lane and loading area on the exit lane back to the Main Access.

If vehicles enter the Main Access without intending to enter the park, a rejection lane is present to allow inbound vehicles to immediately join the outbound vehicle path (black line). There is the opportunity to use this escape route both before and after the parking toll gates.

Entry Gate Queueing

The PSP shows there will be 8 entry gates for guest vehicles. According to operator data, the average service time for a vehicle to enter is 30 seconds, so each gate can accommodate 120 vehicles per hour on average. The set of 8 gates can handle 960

vehicles per hour. The number of gates open at any time will vary depending on demand. The P117 operator knows that arrival delays are a large part of the customer experience, and it is in their interest to provide a smooth and quick entry transaction.

On average days, the peak hour of arrivals shows 615 park uest vehicles entering the parking area. As long as at least 6 gates are in operation during this peak (720 vehicles capacity), the inbound volume can easily be accommodated.

For any queue that does develop, the multiple lanes and long distance from the Main Access intersection to the parking toll gates provides a large buffer for potential queuing of vehicles. The combined stacking area in this section is 5,200', which would accommodate 230 vehicles at 22.5' per vehicle.

During the peak day with 20,000 attendance, the inbound guest arrivals could be as high as 1,085 in an hour. This is slightly higher than the gate capacity of 960 if the same service rates are achieved. However, the combination of the gate service capacity (960 vehicles) and the stacking space (230 vehicles) provides enough capacity to accommodate the peak arrival without backing up to the public street. Further, knowing the customer experience impact of delays, the operator has indicated that at the very peak times they raise the gates and allow guest vehicles to enter without waiting to pay.

Park Staff and Service Circulation

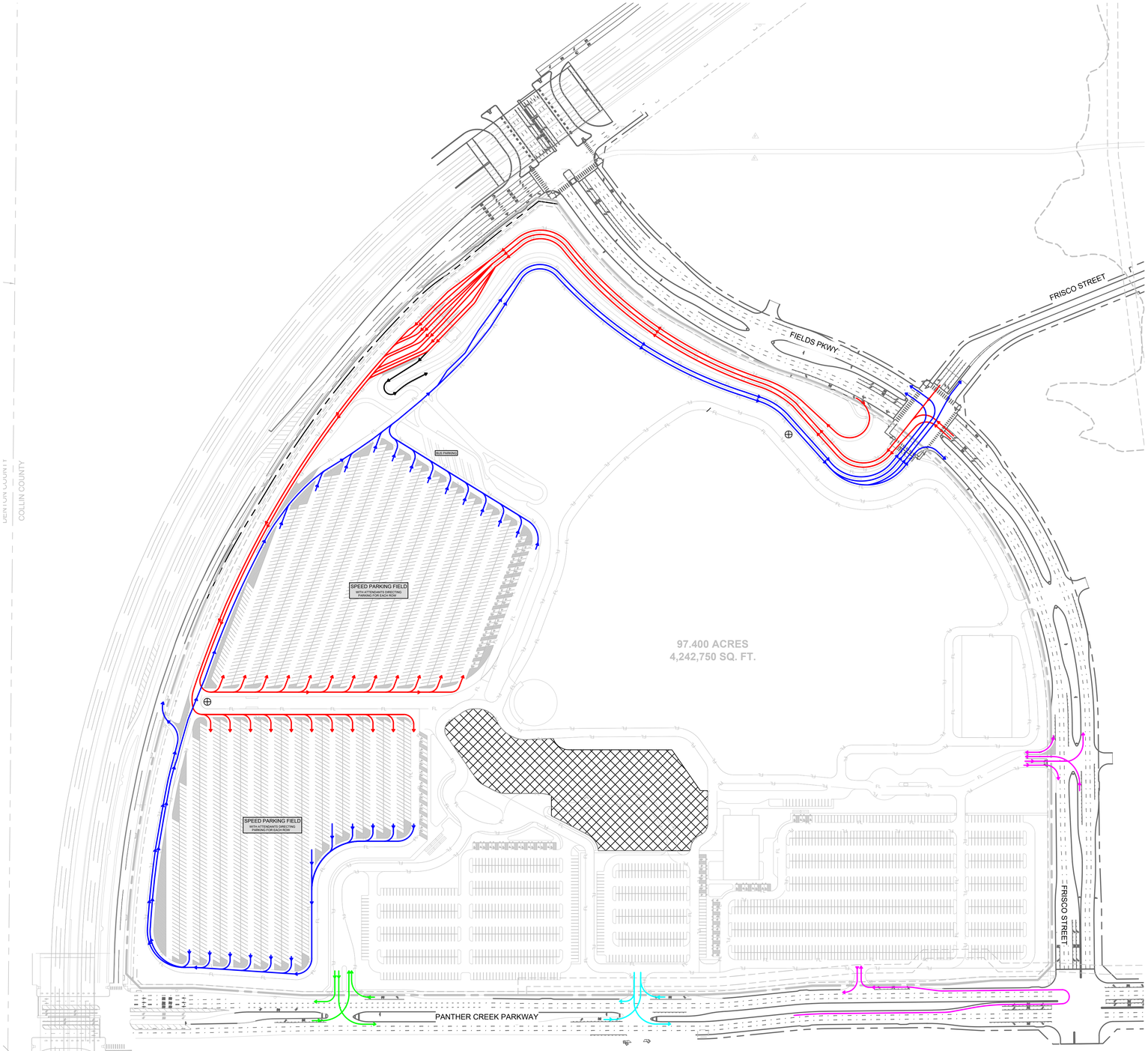
The park staff parking and service access to the back of house areas (magenta lines) are reached through East Staff Drive on Frisco Street and South Staff Drive on Panther Creek Parkway. The TIA intersection analysis showed that these driveways function acceptably as unsignalized intersections in all time periods. The entry, exit, and parking maneuvers are like any suburban employee parking area. All service vehicles are also checked in and out through the East Staff Drive to Frisco Street.

Hotel Guest Circulation

The hotel guest vehicles (green lines) can arrive and depart via Hotel Patron Drive at the median opening on Panther Creek Parkway. The TIA intersection analysis showed that this driveway functions acceptably as an unsignalized intersections in all time periods. The entry, exit, and parking maneuvers are entirely conventional for suburban hotel developments.

Hotel Staff Circulation

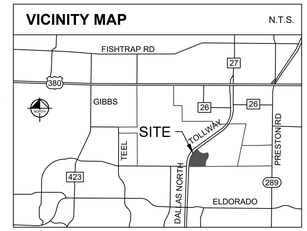
The hotel staff vehicles (cyan lines) can arrive and depart through Hotel Staff Drive on Panther Creek Parkway. The TIA intersection analysis showed that this driveway functions acceptably as an unsignalized intersection in all time periods. The presence of the hotel staff does not affect the operations of King George Lane opposite from the Hotel Staff Drive. The entry, exit, and parking maneuvers are like any suburban employee parking area.



NORTH

GRAPHIC SCALE IN FEET
0 75 150 300

VICINITY MAP N.T.S.



LEGEND

- VISITOR ENTRY VEHICLE PATH
- VISITOR EXIT VEHICLE PATH
- VISITOR EARLY EXIT BEFORE/AFTER GATE
- HOTEL PATRON EXIT/ ENTRY PATH
- HOTEL STAFF AND SERVICE EXIT/ENTRY PATH
- STAFF AND SERVICE EXIT/ ENTRY PATH
- TRAFFIC CONTROL POINT WITH STAFF

EXHIBIT 22

No.	REVISIONS	DATE

Kimley»Horn
© 2022 KIMLEY»HORN AND ASSOCIATES, INC.
13455 NOEL ROAD, TWO GALLERIA OFFICE TOWER, STE 700
DALLAS, TEXAS 75240
PHONE: 972-770-1300
WWW.KIMLEY-HORN.COM
TEXAS REGISTERED ENGINEERING FIRM F-928

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION PURPOSES
Kimley»Horn
SCOTT A. JOHNSON
Date 11/30/2022

SCALE
AS SHOWN
DESIGNED BY
RS
DRAWN BY
BNR
CHECKED BY
JWD

PRELIMINARY CIRCULATION PLAN

P117
CITY OF FRISCO, TEXAS

DATE
11/30/2022

PROJECT NO.
064621000

SHEET NUMBER
1

Plotted By:Holler, Jake Date:February 01, 2023 01:09:22pm File Path:\\Kimley-Horn.com\TX_DAL2\VAL_TPTO\Project\064621000 — Project US Frisco\CAD\US Frisco — Traffic Circulation Plan January SA1.dwg
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VII. CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, the proposed P117 site can be successfully incorporated into the surrounding roadway network. The proposed site driveways as described in the PSP and the circulation plan provide the appropriate level of access for the development, both on average weekdays and on the site's maximum day. The site-generated traffic can be accommodated within the projected roadway operations at regional buildout, with one mitigation as noted below. At the site's Main Access driveway, adding the 4th leg to the intersection of Fields Parkway and Frisco Street does not significantly impact the intersection operations. With the main park visitor access on Fields Parkway, and the hotel visitor, hotel staff, and park staff parking areas operating through different driveways or from Frisco Street, intersection operations along Panther Creek Parkway are not affected by the proposed site and remain within good operational conditions.

For intersection operations to experience less delay during the arrivals phase of the site's busiest days, a changeable northbound shared through and right-turn lane should be included as part the signal design on Northbound Dallas Parkway at Fields Parkway. The rightmost through traffic lane would be selectable to allow it to function as a through-right shared lane. The shared right-turn lane could be communicated to drivers with a changeable lane-control sign, as is currently used on eastbound Main Street at Dallas Parkway in Frisco.

The VISSIM weaving analysis concluded that the weaving movement between the northbound off-ramp from the Dallas North Tollway to northbound Dallas Parkway in advance of Fields Parkway operates acceptably during the weekday AM peak period. During the peak day inbound peak period, a second northbound right-turn lane is necessary to handle the right-turning volume from northbound Dallas Parkway to Fields Parkway. A shared through-right lane, supplementing the right-turn lane, allows the movement to function acceptably. It is recommended that the eastern northbound through lane be constructed with the option to temporarily be converted to a shared through-right lane on peak days.

APPENDIX A

Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). **Table 5** shows the definition of level of service for signalized and unsignalized intersections.

Table 5 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010.

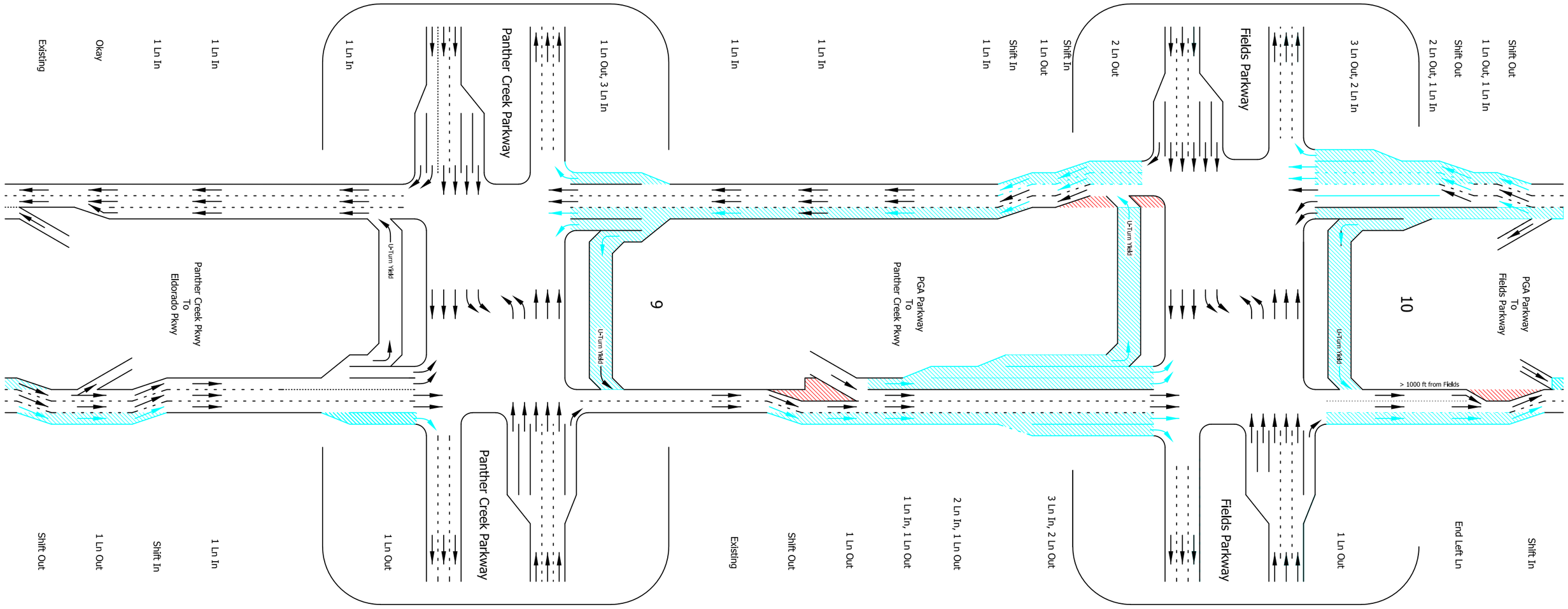
Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. For the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is defined for each movement. Unlike signalized intersections which define LOS for each approach and for the intersection as a whole, LOS for two-way stop-controlled intersections is not defined as a whole. The analyses assumed the lane geometry and intersection control shown in **Exhibit 3.**

PHF for the future traffic and the site-generated traffic is unknown, so where this occurred the PHF was assumed to be 0.92. The traffic does not grow the most in the peak 15-minute period but rather spreads out to fill the entire peak hour, so as traffic increases, the PHF approaches 1.

City of Frisco
Dallas Parkway Lane Requirements

Gaylord Parkway to US 380
Based on Projected 2035 Volumes
Prepared October 2014, Updated December 2021

Option assumes the retaining walls along soutbound Dallas Parkway can be shifted one lane towards the mainlanes near Fields. (December 2021)



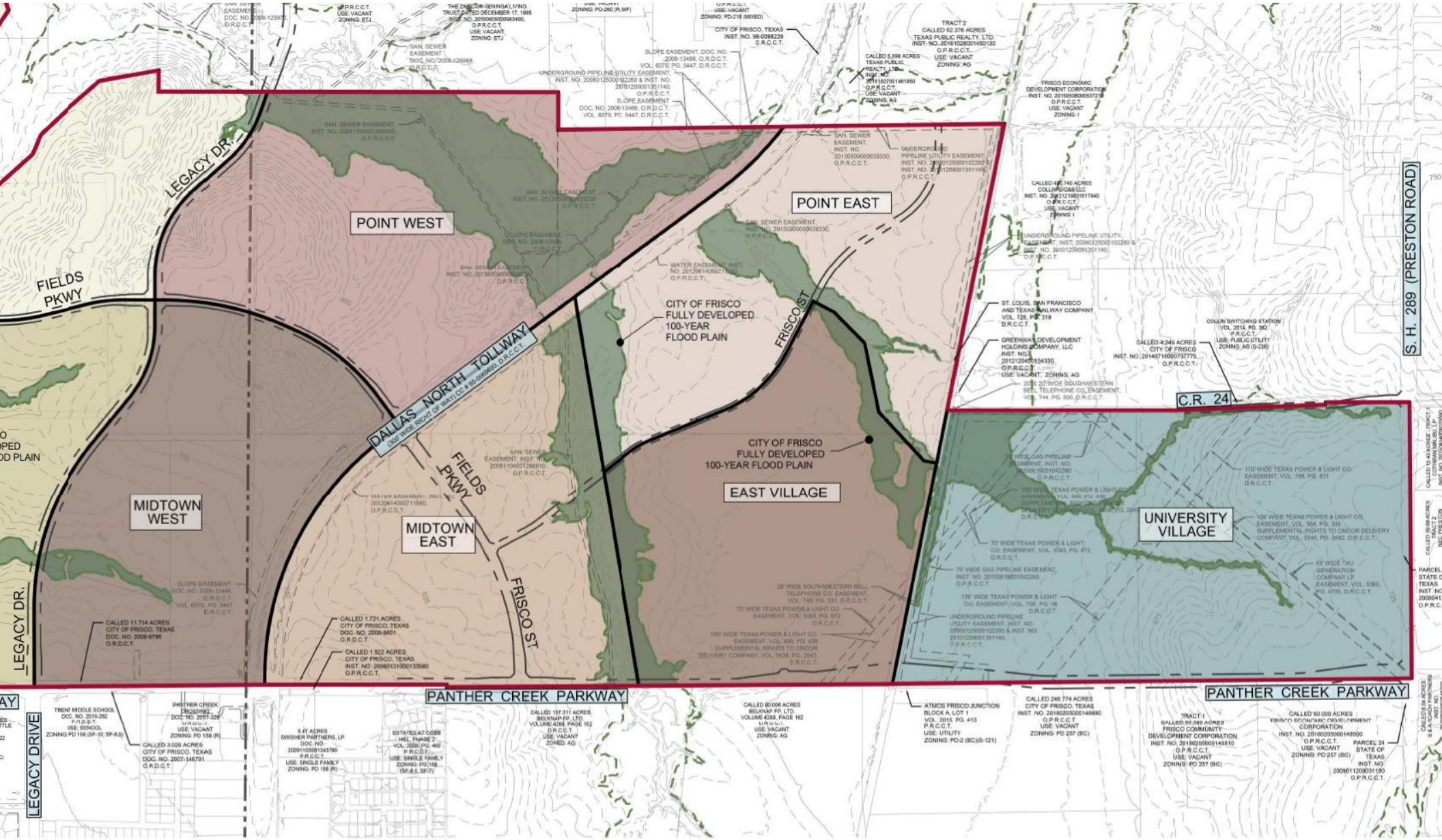
Option assumes that retaining walls along northbound Dallas Parkway can be shifted two lanes towards the mainlanes near Fields. (December 2021)

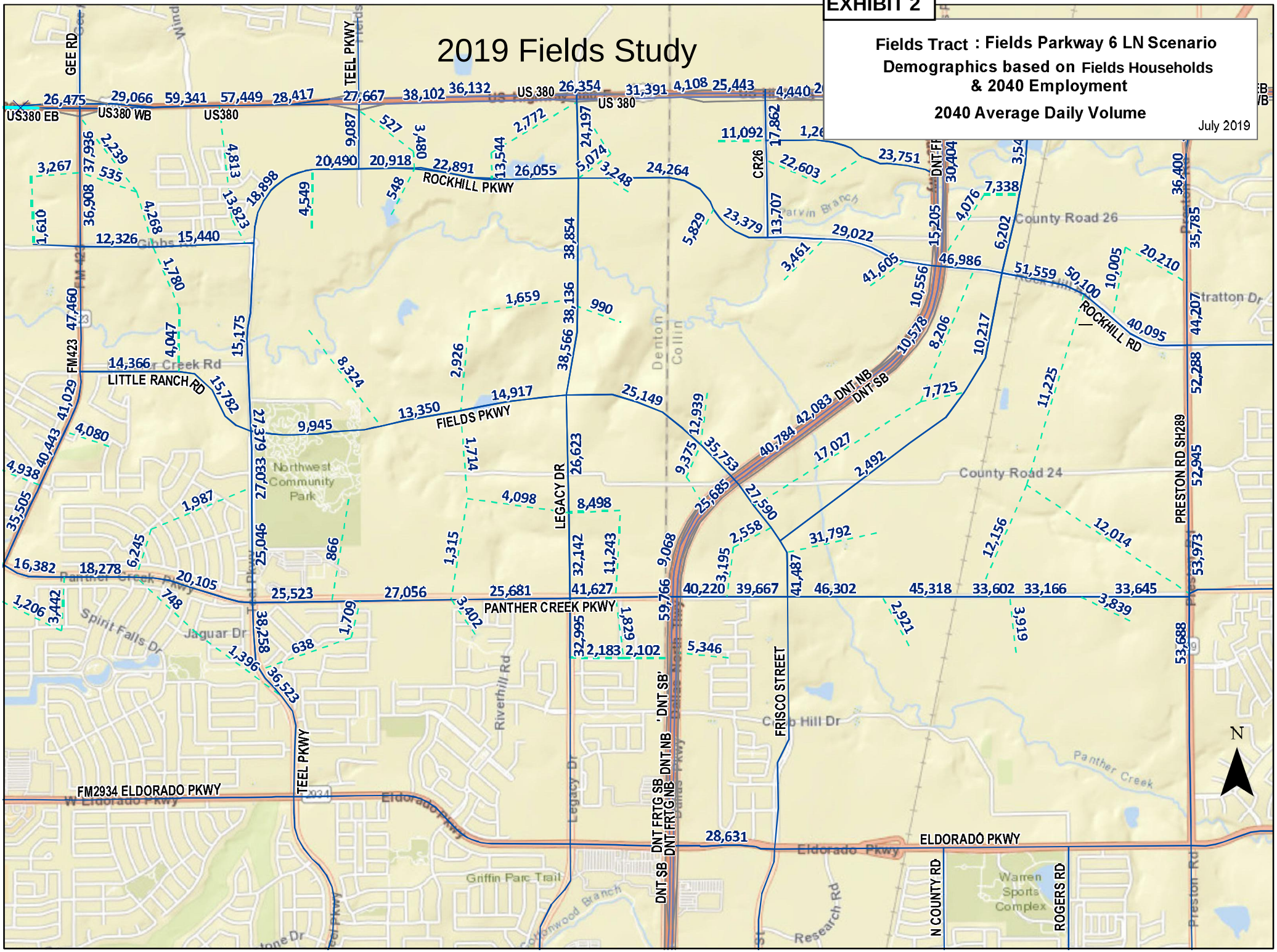
Exhibit A1

Kimley»Horn

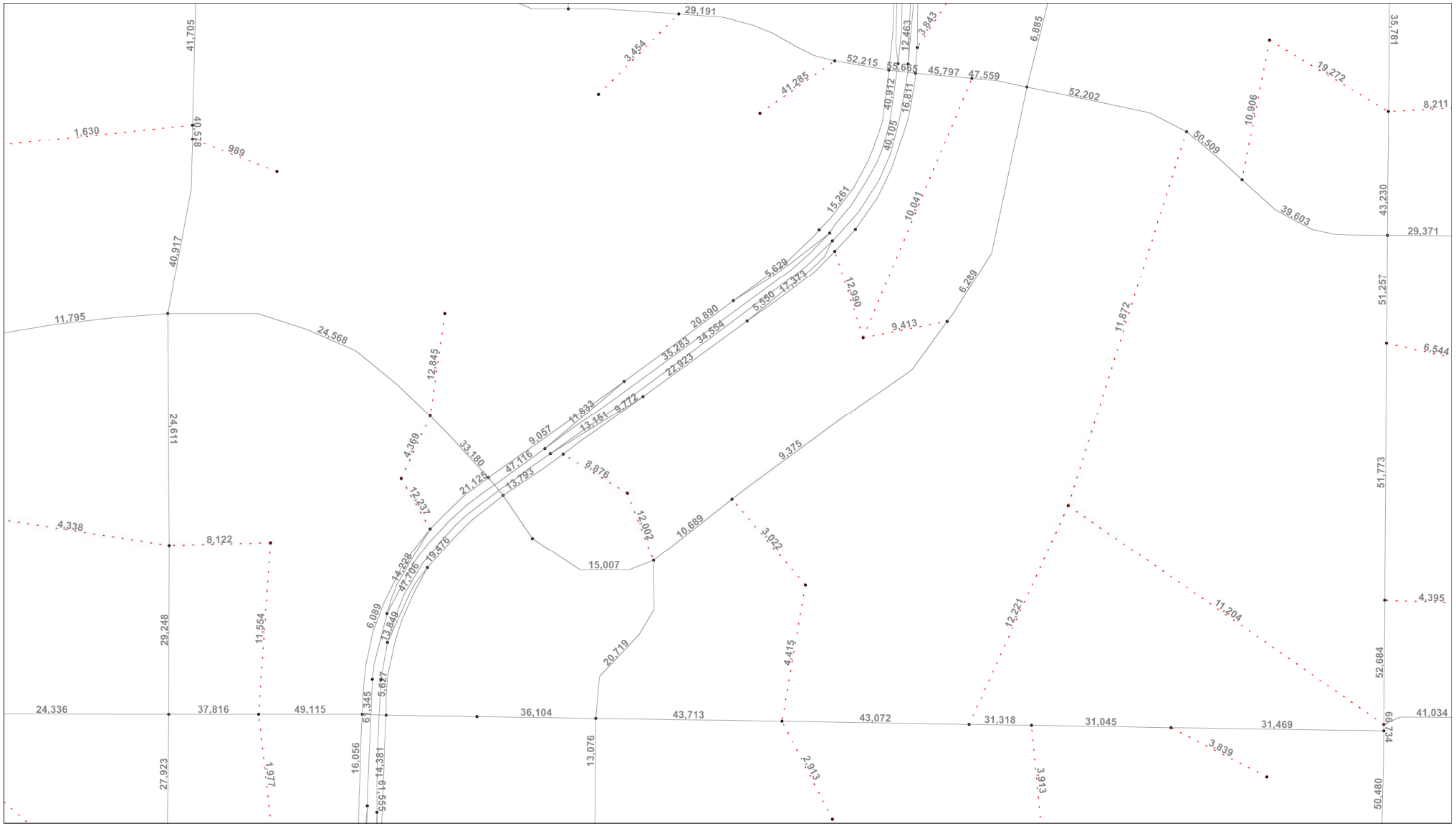
Regional Buildout Model Results

Exhibit C Detail




EXHIBIT 2
2019 Fields Study
Fields Tract : Fields Parkway 6 LN Scenario
Demographics based on Fields Households & 2040 Employment
2040 Average Daily Volume
July 2019
GEE RD
TEEL PKWY
US380 EB
US380 WB
US380
US 380
ROCKHILL PKWY
CR26
DNT FR
County Road 26
ROCKHILL RD
PRESTON RD SH289
FM423
LITTLE RANCH RD
FIELDS PKWY
LEGACY DR
DNT NB
DNT SB
County Road 24
PANTHER CREEK PKWY
Northwest Community Park
Spirit Falls Dr
Jaguar Dr
Riverhill Rd
FRISCO STREET
Club Hill Dr
Panther Creek
FM2934 ELDORADO PKWY
W Eldorado Pkwy
Eldorado Pkwy
ELDORADO PKWY
DNT FRTG SB
DNT FRTG NB
Griffin Parc Trail
Cottonwood Branch
Research Rd
N COUNTY RD
ROGERS RD
Warren Sports Complex
Preston Rd
Gibbs
Parvin Branch
Denton
Collin
N

Regional Model Daily Traffic
Thoroughfare Modification - Background Scenario



P117 Site Traffic Projection

Park Guests – 7,500-Attendance Average Day
Park Guests – 20,000-Attendance Maximum Day
Park Staff
Hotel Staff

Fields East
Trip Generation

Average Day — Guest Access on Fields Parkway — 7,500 — 33% Arrivals — 3.4 People per Car — 42 People per Bus

	Entry Gate Arrival %	Arrival Guests	Arrival Cars	Arrival Bus	Exit %	Exit Guests	Exit Cars	Exit Bus	Total Guest Trips	Guest Trips In	Guest Trips Out	
8AM - 9AM			201				44		245	201	44	Commute
9AM - 10AM									0	0	0	
10AM - 11AM	31%	2,325	609	6	2%	150	44	0	659	615	44	Arrival Pe
11AM- 12 PM	28%	2,100	550	6	4%	300	76	1	633	556	77	
12PM - 1PM	15%	1,125	294	3	6%	450	120	1	418	297	121	
1PM - 2PM	11%	825	215	2	9%	675	174	2	393	217	176	
2PM - 3PM	8%	600	156	2	13%	975	262	2	422	158	264	
3PM - 4PM	4%	300	79	1	17%	1275	338	3	421	80	341	
4PM - 5PM	3%	188	50	1	17%	1275	301	6	358	51	307	
5PM - 6PM	1%	38	9	0	22%	1650	411	6	426	9	417	Out Peak
6PM - 7PM					10%	750	221		221	0	221	
7PM - 8PM									0	0	0	
8PM - 9PM									0	0	0	

Fields East
Trip Generation

Peak Day — Guest Access on Fields Parkway — 20,000

3.4 People per Car
42 People per Bus

	Arrival %	Arrival Guests	Arrival Cars	Arrival Bus	Exit %	Exit Guests	Exit Cars	Exit Bus	Total Guest Trips	Guest Trips In	Guest Trips Out	
9AM - 10AM	21%	4,100	1074	11	1%	200	59	0	1,144	1,085	59	in Peak
10AM - 11AM	19%	3,760	985	10	1%	200	59	0	1,054	995	59	
11AM- 12 PM	16%	3,260	853	9	2%	400	105	1	968	862	106	
12PM - 1PM	13%	2,680	703	7	3%	600	164	1	875	710	165	
1PM - 2PM	10%	2,080	544	6	4%	800	211	2	763	550	213	
2PM - 3PM	8%	1,520	397	4	6%	1,200	316	3	720	401	319	
3PM - 4PM	5%	1,060	276	3	9%	1,800	480	4	763	279	484	
4PM - 5PM	3%	680	179	2	11%	2,200	573	6	760	181	579	
5PM - 6PM	2%	420	109	1	14%	2,800	737	7	854	110	744	
6PM - 7PM	1%	240	62	1	16%	3,200	842	8	913	63	850	
7PM - 8PM	1%	140	35	0	17%	3,400	876	10	921	35	886	Out Peak
8PM - 9PM	0%	80	21	0	17%	3,400	864	11	896	21	875	

THEME PARK EMPLOYEES

		First Shift				Second Shift				Overnight Security							
EMPLOYEE CARS		SHIFT 1:	935	52%		SHIFT 2:	855	48%		SHIFT 3:	10	1%		TOTAL			
FROM	TO	SHIFT 1 ARRIVING		SHIFT 1 DEPARTING		SHIFT 2 ARRIVING		SHIFT 2 DEPARTING		SHIFT 3 ARRIVING		SHIFT 3 DEPARTING		ARRIVING	DEPARTING	ON SITE	
12:00 AM	1:00 AM	0%		0%		0%		0%		0%		0%		-	-	-	
1:00 AM	2:00 AM	0%		0%		0%		0%		0%		0%		-	-	-	
2:00 AM	3:00 AM	0%		0%		0%		0%		0%		0%		-	-	-	
3:00 AM	4:00 AM	0%		0%		0%		0%		0%		0%		-	-	-	
4:00 AM	5:00 AM	6%	55	0%		0%		0%		0%		0%		55	-	55	
5:00 AM	6:00 AM	13%	120	0%		0%		0%		0%		1%	10	120	10	165	
6:00 AM	7:00 AM	18%	170	0%		0%		0%		0%		0%		170	-	335	
7:00 AM	8:00 AM	18%	170	0%		0%		0%		0%		0%		170	-	505	
8:00 AM	9:00 AM	16%	150	0%		0%		0%		0%		0%		150	-	655	Peak Hour Inbound
9:00 AM	10:00 AM	13%	120	0%		6%	55	0%		0%		0%		175	-	830	
10:00 AM	11:00 AM	11%	100	5%	50	12%	100	0%		0%		0%		200	50	980	
11:00 AM	12:00 PM	5%	50	15%	140	12%	100	0%		0%		0%		150	140	990	
12:00 PM	1:00 PM	0%		17%	160	19%	160	0%		0%		0%		160	160	990	
1:00 PM	2:00 PM	0%		17%	160	19%	160	0%		0%		0%		160	160	990	
2:00 PM	3:00 PM	0%		16%	150	18%	150	0%		0%		0%		150	150	990	
3:00 PM	4:00 PM	0%		13%	120	12%	100	0%		0%		0%		100	120	970	
4:00 PM	5:00 PM	0%		11%	100	4%	30	0%		0%		0%		30	100	900	
5:00 PM	6:00 PM	0%		5%	50	0%		0%		0%		0%		-	50	850	Peak Hour of Adj Street
6:00 PM	7:00 PM	0%		0%		0%		6%	50	0%		0%		-	50	800	
7:00 PM	8:00 PM	0%		0%		0%		18%	150	0%		0%		-	150	650	Peak Hour Outbound
8:00 PM	9:00 PM	0%		0%		0%		18%	150	0%		0%		-	150	500	
9:00 PM	10:00 PM	0%		0%		0%		29%	250	1%	10	0%		10	250	260	
10:00 PM	11:00 PM	0%		0%		0%		24%	200	0%		0%		-	200	60	
11:00 PM	12:00 AM	0%		0%		0%		6%	50	0%		0%		-	50	10	
		100%	935	100%	930	100%	855	100%	850	1%	10	1%	10	1,800	1,790		

Assuming higher percentage of overall staff to support Peak Day Operations (around 85% vs. typical 70-75% for normal day)
This is based on a 9/10a opening and the park running till 8p, assume F&B runs close to park close within the food facilities for some level of Dinner support
Higher % of opening support is typical in parks with opening Tech Services team, Support for Arrivals in Parking team, Turnstile Team higher numbers.
Arrivals continue through opening to cater for added capacity shifts that don't come on until we open and breaker shifts for TM rotations and coverage
After arrivals start just prior to the exit of the first people for opening shift, but typically slight smaller since Parking, Admissions, and closing Tech teams are smaller
Later departures are based on closing shift completing tasks such as restocking shops, kitchen cleaning, and tech fixes after hours, but before end of shift
3rd Shift is mainly driven by Security Support over night and limited additional coverage of possible cleaning / technical support

HOTEL EMPOLYEES

EMPLOYEE CARS		SHIFT 1: 200				SHIFT 2: 100				TOTAL		
FROM	TO	SHIFT 1 ARRIVING		SHIFT 1 DEPARTING		SHIFT 2 ARRIVING		SHIFT 2 DEPARTING		ARRIVING	DEPARTING	ON SITE
12:00 AM	1:00 AM	0%	-	0%	-	0%	-	0%	-	-	-	-
1:00 AM	2:00 AM	0%	-	0%	-	0%	-	0%	-	-	-	-
2:00 AM	3:00 AM	0%	-	0%	-	0%	-	0%	-	-	-	-
3:00 AM	4:00 AM	0%	-	0%	-	0%	-	0%	-	-	-	-
4:00 AM	5:00 AM	0%	-	0%	-	0%	-	0%	-	-	-	-
5:00 AM	6:00 AM	0%	-	0%	-	0%	-	0%	-	-	-	-
6:00 AM	7:00 AM	20%	40	0%	-	0%	-	0%	-	40	-	40
7:00 AM	8:00 AM	20%	40	0%	-	0%	-	0%	-	40	-	80
8:00 AM	9:00 AM	40%	80	0%	-	0%	-	0%	-	80	-	160
9:00 AM	10:00 AM	20%	40	0%	-	0%	-	0%	-	40	-	200
10:00 AM	11:00 AM	0%	-	0%	-	0%	-	0%	-	-	-	200
11:00 AM	12:00 PM	0%	-	0%	-	0%	-	0%	-	-	-	200
12:00 PM	1:00 PM	0%	-	0%	-	50%	50	0%	-	50	-	250
1:00 PM	2:00 PM	0%	-	0%	-	50%	50	0%	-	50	-	300
2:00 PM	3:00 PM	0%	-	20%	40	0%	-	0%	-	-	40	260
3:00 PM	4:00 PM	0%	-	20%	40	0%	-	0%	-	-	40	220
4:00 PM	5:00 PM	0%	-	40%	80	0%	-	0%	-	-	80	140
5:00 PM	6:00 PM	0%	-	20%	40	0%	-	0%	-	-	40	100
6:00 PM	7:00 PM	0%	-	0%	-	0%	-	20%	20	-	20	80
7:00 PM	8:00 PM	0%	-	0%	-	0%	-	30%	30	-	30	50
8:00 PM	9:00 PM	0%	-	0%	-	0%	-	30%	30	-	30	20
9:00 PM	10:00 PM	0%	-	0%	-	0%	-	20%	20	-	20	-
10:00 PM	11:00 PM	0%	-	0%	-	0%	-	0%	-	-	-	-
11:00 PM	12:00 AM	0%	-	0%	-	0%	-	0%	-	-	-	-
		100%	200	100%	200	100%	100	100%	100	300	300	

North Remainder Tract and Cobb Hill Trip Generation

Fields North Tract Remainder

Land Use	Amount	Units	ITE Code	Daily One-Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Hotel	400	Rooms	310	3,196	103	81	184	120	116	236
Internal Capture Trips:				250	0	36	36	9	3	12
External Trips:				2,946	103	45	148	111	113	224
Hotel Pass-By Trips:				0	0	0	0	0	0	0
Hotel Net New External Trips:				**2,946**	**103**	**45**	**148**	**111**	**113**	**224**
General Office Building	1,000,000	SF	710	8,602	1,067	146	1,213	191	932	1,123
Internal Capture Trips:				1,263	51	34	85	4	13	17
External Trips:				7,339	1016	112	1128	187	919	1106
Office Pass-By Trips:				0	0	0	0	0	0	0
Office Net New External Trips:				**7,339**	**1,016**	**112**	**1,128**	**187**	**919**	**1,106**
Shopping Plaza (40k-150k) without Supermarket	100,000	SF	821	6,752	107	66	173	254	265	519
Internal Capture Trips:				1,383	38	19	57	102	103	205
External Trips:				5,369	69	47	116	152	162	314
Shopping Center Pass-By Trips:				0	0	0	0	0	0	0
Shopping Center Net New External Trips:				**5,369**	**69**	**47**	**116**	**152**	**162**	**314**
Development Totals										
Raw Trip Generation Total:				18,550	1,277	293	1,570	565	1,313	1,878
Internal Capture Total:				2,896	89	89	178	115	119	234
External Trips Total (Driveway Volumes):				15,654	1,188	204	1,392	450	1,194	1,644
Pass-By Trips:				**0**	0	0	0	0	0	0
Total Net New External Trips:				**15,654**	**1,188**	**204**	**1,392**	**450**	**1,194**	**1,644**

Trip Generation rates based on *ITE's Trip Generation Manual* , 11th Edition.

Internal Capture procedure from ITE Trip Generation Handbook, 3rd Edition (2014).

Cobb Hill Homes - Frisco, Texas
Trip Generation

Land Uses	Amount	Units	ITE Code	Daily One-Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Single Family Detached Housing	181	DU	210	1,795	33	100	133	113	67	180

Trip Generation rates based on *ITE's Trip Generation Manual*, 10th Edition.
Internal Capture procedure from *ITE Trip Generation Handbook*, 3rd Edition (2017).

Synchro™ Output – Weekday Background Traffic

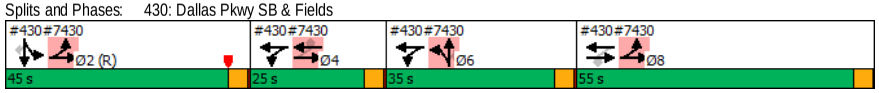
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	800	400	200	800	0	0	0	0	200	1002	200
Future Volume (vph)	0	800	400	200	800	0	0	0	0	200	1002	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	0		0	200		200
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	5085	1583
Flt Permitted				0.222						0.950		
Satd. Flow (perm)	0	7544	1583	802	5085	0	0	0	0	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			318									148
Link Speed (mph)		45			35			30			53	
Link Distance (ft)		410			223			2753			6848	
Travel Time (s)		6.2			4.3			62.6			88.1	
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
Adj. Flow (vph)	0	870	435	217	870	0	0	0	0	217	1089	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	870	435	217	870	0	0	0	0	217	1089	217
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)		24			24			24			24	
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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		20.0	20.0							20.0	20.0	20.0
Total Split (s)		55.0	55.0							45.0	45.0	45.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	25.0	35.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		34.4%	34.4%							28.1%	28.1%	28.1%
Maximum Green (s)		51.0	51.0							41.0	41.0	41.0
Yellow Time (s)		3.5	3.5							3.5	3.5	3.5
All-Red Time (s)		0.5	0.5							0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0							0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0							4.0	4.0	4.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		51.0	51.0	107.0	111.0					41.0	41.0	41.0
Actuated g/C Ratio		0.32	0.32	0.67	0.69					0.26	0.26	0.26
v/c Ratio		0.36	0.60	0.15	0.25					0.25	0.84	0.42
Control Delay		42.5	15.6	0.2	0.9					48.2	63.1	18.8
Queue Delay		0.0	0.0	0.3	0.7					0.0	0.0	0.0
Total Delay		42.5	15.6	0.4	1.6					48.2	63.1	18.8
LOS		D	B	A	A					D	E	B
Approach Delay		33.5			1.4						54.6	
Approach LOS		C			A						D	
Queue Length 50th (ft)		173	98	1	21					93	398	57
Queue Length 95th (ft)		201	218	0	14					132	457	138
Internal Link Dist (ft)		330			143			2673			6768	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		2404	721	1457	3527					879	1303	515
Starvation Cap Reductn		0	0	742	2203					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.36	0.60	0.30	0.66					0.25	0.84	0.42

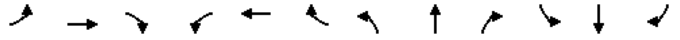
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 47 (29%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 32.8		Intersection LOS: C	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 430: Dallas Pkwy SB & Fields



Lane Group	Ø4	Ø6
Total Split (%)	16%	22%
Maximum Green (s)	21.0	31.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	Min
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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



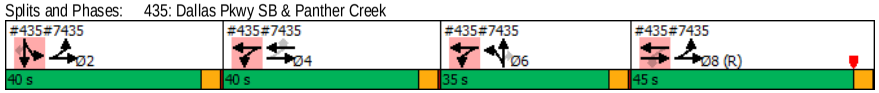
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1403	400	405	1210	0	0	0	0	202	1000	200
Future Volume (vph)	0	1403	400	405	1210	0	0	0	0	202	1000	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		150	0		0	200		200
Storage Lanes	2		2	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.88	0.97	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	2787	3433	5085	0	0	0	0	1770	5085	1583
Flt Permitted				0.094						0.950		
Satd. Flow (perm)	0	6408	2787	340	5085	0	0	0	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			271									101
Link Speed (mph)		44			35			30			54	
Link Distance (ft)		1042			269			5378			2753	
Travel Time (s)		16.1			5.2			122.2			34.8	
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
Adj. Flow (vph)	0	1525	435	440	1315	0	0	0	0	220	1087	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1525	435	440	1315	0	0	0	0	220	1087	217
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)		24			24			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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		20.0	20.0							20.0	20.0	20.0
Total Split (s)		45.0	45.0							40.0	40.0	40.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	40.0	35.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		28.1%	28.1%							25.0%	25.0%	25.0%
Maximum Green (s)		41.0	41.0							36.0	36.0	36.0
Yellow Time (s)		3.5	3.5							3.5	3.5	3.5
All-Red Time (s)		0.5	0.5							0.5	0.5	0.5
Lost Time Adjust (s)		-1.4	-1.4							-1.5	-1.5	0.0
Total Lost Time (s)		2.6	2.6							2.5	2.5	4.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		C-Max	C-Max							None	None	None
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		42.4	42.4	114.8	117.4					37.5	37.5	36.0
Actuated g/C Ratio		0.26	0.26	0.72	0.73					0.23	0.23	0.22
v/c Ratio		0.90	0.46	0.27	0.35					0.53	0.91	0.50
Control Delay		64.7	19.4	0.2	1.8					35.2	46.8	12.3
Queue Delay		0.0	0.0	0.0	1.1					0.0	0.0	0.0
Total Delay		64.7	19.4	0.3	2.9					35.2	46.8	12.3
LOS		E	B	A	A					D	D	B
Approach Delay		54.7			2.3						40.2	
Approach LOS		D			A						D	
Queue Length 50th (ft)		451	77	0	42					215	416	91
Queue Length 95th (ft)		499	138	m0	27					m272	#490	m135
Internal Link Dist (ft)		962			189			5298			2673	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		1698	937	1643	3731					414	1191	434
Starvation Cap Reductn		0	0	167	2071					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.90	0.46	0.30	0.79					0.53	0.91	0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 8:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 32.9		Intersection LOS: C	
Intersection Capacity Utilization 61.2%		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: 435: Dallas Pkwy SB & Panther Creek



Lane Group	Ø4	Ø6
Total Split (%)	25%	22%
Maximum Green (s)	36.0	31.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
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	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

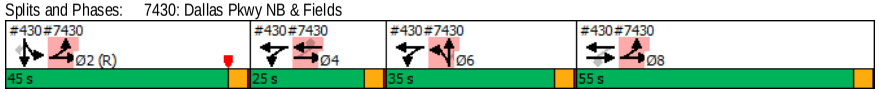
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	800	0	0	600	300	400	605	250	0	0	0
Future Volume (vph)	200	800	0	0	600	300	400	605	250	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Flt Permitted	0.195						0.950					
Satd. Flow (perm)	705	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						326			243			
Link Speed (mph)		45			45			54			58	
Link Distance (ft)		223			465			1394			7029	
Travel Time (s)		3.4			7.0			17.6			82.6	
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
Adj. Flow (vph)	217	870	0	0	652	326	435	658	272	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	870	0	0	652	326	435	658	272	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					20.0	20.0	20.0	20.0	20.0			
Total Split (s)					25.0	25.0	35.0	35.0	35.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	45.0	55.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					15.6%	15.6%	21.9%	21.9%	21.9%			
Maximum Green (s)					21.0	21.0	31.0	31.0	31.0			
Yellow Time (s)					3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)					0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)					0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)					4.0	4.0	4.0	4.0	4.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Min	Min	Min			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	117.0	121.0			21.0	21.0	31.0	31.0	31.0			
Actuated g/C Ratio	0.73	0.76			0.13	0.13	0.19	0.19	0.19			
v/c Ratio	0.10	0.23			0.66	0.67	0.65	0.67	0.54			
Control Delay	0.1	1.0			69.7	13.2	59.2	57.9	14.5			
Queue Delay	0.3	0.2			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.4	1.2			69.7	13.2	59.2	57.9	14.5			
LOS	A	A			E	B	E	E	B			
Approach Delay		1.1			50.8			49.6				
Approach LOS		A			D			D				
Queue Length 50th (ft)	0	24			162	0	220	238	48			
Queue Length 95th (ft)	0	20			194	100	280	284	124			
Internal Link Dist (ft)		143			385			1314			6949	
Turn Bay Length (ft)						200	200		200			
Base Capacity (vph)	2152	3845			990	490	665	985	502			
Starvation Cap Reductn	1438	1982			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.30	0.47			0.66	0.67	0.65	0.67	0.54			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 47 (29%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 34.6		Intersection LOS: C	
Intersection Capacity Utilization 85.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 7430: Dallas Pkwy NB & Fields



Lane Group	Ø2	Ø8
Total Split (%)	28%	34%
Maximum Green (s)	41.0	51.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

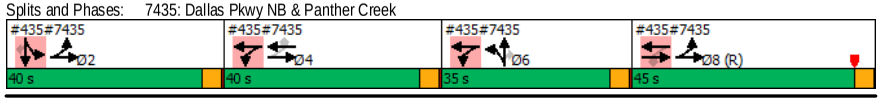
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	1405	0	0	1415	205	200	300	202	0	0	0
Future Volume (vph)	200	1405	0	0	1415	205	200	300	202	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		175	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Flt Permitted	0.107						0.950					
Satd. Flow (perm)	387	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						138			77			
Link Speed (mph)		35			45			52			58	
Link Distance (ft)		269			1445			5375			1105	
Travel Time (s)		5.2			21.9			70.5			13.0	
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
Adj. Flow (vph)	217	1527	0	0	1538	223	217	326	220	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	1527	0	0	1538	223	217	326	220	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					20.0	20.0	20.0	20.0	20.0			
Total Split (s)					40.0	40.0	35.0	35.0	35.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	40.0	45.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					25.0%	25.0%	21.9%	21.9%	21.9%			
Maximum Green (s)					36.0	36.0	31.0	31.0	31.0			
Yellow Time (s)					3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)					0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)					-1.4	-1.4	-1.4	-1.4	0.0			
Total Lost Time (s)					2.6	2.6	2.6	2.6	4.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Max	Max	Max			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	120.0	122.5			37.4	37.4	32.4	32.4	31.0			
Actuated g/C Ratio	0.75	0.77			0.23	0.23	0.20	0.20	0.19			
v/c Ratio	0.12	0.39			0.87	0.47	0.31	0.46	0.60			
Control Delay	0.1	2.0			50.9	12.5	55.8	58.4	45.1			
Queue Delay	0.0	1.2			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.1	3.2			50.9	12.5	55.8	58.4	45.1			
LOS	A	A			D	B	E	E	D			
Approach Delay		2.8			46.0			53.9				
Approach LOS		A			D			D				
Queue Length 50th (ft)	0	45			393	22	101	159	138			
Queue Length 95th (ft)	m0	36			432	56	142	211	234			
Internal Link Dist (ft)		189			1365			5295			1025	
Turn Bay Length (ft)						175	200		200			
Base Capacity (vph)	1860	3893			1763	475	695	716	368			
Starvation Cap Reductn	548	2038			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.17	0.82			0.87	0.47	0.31	0.46	0.60			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 8:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 29.8		Intersection LOS: C	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7435: Dallas Pkwy NB & Panther Creek



Lane Group	Ø2	Ø8
Total Split (%)	25%	28%
Maximum Green (s)	36.0	41.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	C-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)		
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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	200	850	800	100	50	100
Future Volume (vph)	200	850	800	100	50	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		211	643		363	
Travel Time (s)		3.2	9.7		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	924	870	109	54	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	217	924	870	109	54	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	200	850	800	100	50	100
Future Vol, veh/h	200	850	800	100	50	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	217	924	870	109	54	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	979	0	-	0	1674	435
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	804	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	838	-	-	-	*259	*732
Stage 1	-	-	-	-	*751	-
Stage 2	-	-	-	-	*364	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	838	-	-	-	*192	*732
Mov Cap-2 Maneuver	-	-	-	-	*282	-
Stage 1	-	-	-	-	*557	-
Stage 2	-	-	-	-	*364	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	838	-	-	-	282	732
HCM Lane V/C Ratio	0.259	-	-	-	0.193	0.148
HCM Control Delay (s)	10.8	-	-	-	20.8	10.8
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	1	-	-	-	0.7	0.5

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	200	700	700	205	202	200
Future Volume (vph)	200	700	700	205	202	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.320				0.950	
Satd. Flow (perm)	596	5085	5085	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				223		217
Link Speed (mph)		45	45		45	
Link Distance (ft)		643	546		733	
Travel Time (s)		9.7	8.3		11.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	761	761	223	220	217
Shared Lane Traffic (%)						
Lane Group Flow (vph)	217	761	761	223	220	217
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	pm+pt	Perm
Protected Phases	3	8	4		5	
Permitted Phases	8			4	2	2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	3	8	4	4	5	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	22.0	10.0	22.0
Total Split (s)	12.0	92.0	97.0	97.0	27.0	34.0
Total Split (%)	8.4%	64.3%	67.8%	67.8%	18.9%	23.8%
Maximum Green (s)	6.0	86.0	91.0	91.0	21.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	Min
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)	108.5	108.5	94.4	94.4	22.5	22.5
Actuated g/C Ratio	0.76	0.76	0.66	0.66	0.16	0.16
v/c Ratio	0.42	0.20	0.23	0.20	0.79	0.50
Control Delay	7.9	5.3	10.3	1.6	77.7	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.9	5.3	10.3	1.6	77.7	10.3
LOS	A	A	B	A	E	B
Approach Delay		5.9	8.3		44.2	
Approach LOS		A	A		D	
Queue Length 50th (ft)	50	66	103	0	199	0
Queue Length 95th (ft)	87	93	126	30	282	71
Internal Link Dist (ft)		563	466		653	
Turn Bay Length (ft)	200			200		
Base Capacity (vph)	519	3858	3355	1120	346	484
Starvation Cap Reductn	0	0	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	0.42	0.20	0.23	0.20	0.64	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 143			
Actuated Cycle Length: 143			
Offset: 70 (49%), Referenced to phase 4:WBT and 8:EBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9002: Fields/Frisco & Frisco Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	1220	200	200	1207	200	200	500	200	200	500	202
Future Volume (vph)	205	1220	200	200	1207	200	200	500	200	200	500	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		200	200		200	200		200
Storage Lanes	1		0	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt		0.979				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4979	0	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.097			0.095			0.359			0.189		
Satd. Flow (perm)	181	4979	0	343	5085	1583	1297	5085	1583	683	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				184			184			143
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		873			2240			2777			1154	
Travel Time (s)		13.2			33.9			42.1			17.5	
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
Adj. Flow (vph)	223	1326	217	217	1312	217	217	543	217	217	543	220
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	1543	0	217	1312	217	217	543	217	217	543	220
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)		24			24			24			24	
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	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8 16		7	4 12		1	6 14		5	2 10	
Permitted Phases	8 16			4 12		4 12	6 14		6 14	2 10		2 10

Lane Group	Ø2	Ø4	Ø6	Ø8	Ø10	Ø12	Ø14	Ø16
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Ideal Flow (vphpl)								
Storage Length (ft)								
Storage Lanes								
Taper Length (ft)								
Lane Util. 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)								
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)								
Detector 2 Position(ft)								
Detector 2 Size(ft)								
Detector 2 Type								
Detector 2 Channel								
Detector 2 Extend (s)								
Turn Type								
Protected Phases	2	4	6	8	10	12	14	16
Permitted Phases								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8 16		7	4 12	4 12	1	6 14	6 14	5	2 10	2 10
Switch Phase												
Minimum Initial (s)	4.0			4.0			4.0			4.0		
Minimum Split (s)	10.0			10.0			12.0			10.0		
Total Split (s)	10.0			10.0			12.0			31.0		
Total Split (%)	6.3%			6.3%			7.5%			19.4%		
Maximum Green (s)	4.0			4.0			6.0			25.0		
Yellow Time (s)	4.0			4.0			4.0			4.0		
All-Red Time (s)	2.0			2.0			2.0			2.0		
Lost Time Adjust (s)	0.0			0.0			0.0			0.0		
Total Lost Time (s)	6.0			6.0			6.0			6.0		
Lead/Lag	Lead			Lead			Lead			Lead		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Vehicle Extension (s)	3.0			3.0			3.0			3.0		
Recall Mode	None			None			None			None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	93.4	72.5		78.8	63.0	63.0	29.7	23.7	23.7	40.6	29.6	29.6
Actuated g/C Ratio	0.58	0.45		0.49	0.39	0.39	0.19	0.15	0.15	0.25	0.18	0.18
v/c Ratio	0.62	0.68		0.46	0.66	0.30	0.68	0.72	0.55	0.58	0.58	0.54
Control Delay	73.7	6.5		20.3	28.0	5.4	54.5	49.9	12.6	53.3	43.9	17.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.7	6.5		20.3	28.0	5.4	54.5	49.9	12.6	53.3	43.9	17.7
LOS	E	A		C	C	A	D	D	B	D	D	B
Approach Delay		15.0			24.3			42.6			40.1	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	161	63		43	315	16	75	140	21	75	140	51
Queue Length 95th (ft)	#319	253		76	356	60	96	156	71	96	156	105
Internal Link Dist (ft)		793			2160			2697			1074	
Turn Bay Length (ft)	200			200		200	200		200	200		200
Base Capacity (vph)	357	2269		475	2002	734	321	1017	463	608	1620	602
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.68		0.46	0.66	0.30	0.68	0.53	0.47	0.36	0.34	0.37

Intersection Summary

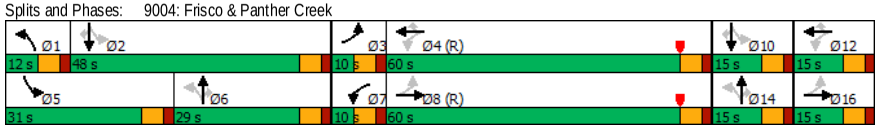
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 114 (71%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 27.4 Intersection LOS: C
Intersection Capacity Utilization 70.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø2	Ø4	Ø6	Ø8	Ø10	Ø12	Ø14	Ø16
Detector Phase								
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	10.0	10.0	10.0	10.0
Total Split (s)	48.0	60.0	29.0	60.0	15.0	15.0	15.0	15.0
Total Split (%)	30%	38%	18%	38%	9%	9%	9%	9%
Maximum Green (s)	42.0	54.0	23.0	54.0	9.0	9.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lag	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	C-Max	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0				
Flash Dont Walk (s)	11.0	11.0	11.0	11.0				
Pedestrian Calls (#/hr)	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

Queue shown is maximum after two cycles.

Splits and Phases: 9004: Frisco & Panther Creek



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1600	20	8	1600	20	25
Future Volume (vph)	1600	20	8	1600	20	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850			0.926	
Flt Protected			0.950		0.978	
Satd. Flow (prot)	5085	1583	1770	5085	1687	0
Flt Permitted			0.950		0.978	
Satd. Flow (perm)	5085	1583	1770	5085	1687	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	1445			873	306	
Travel Time (s)	21.9			13.2	7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1739	22	9	1739	22	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1739	22	9	1739	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1600	20	8	1600	20	25
Future Vol, veh/h	1600	20	8	1600	20	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	200	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1739	22	9	1739	22	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1761	0	2453	870
Stage 1	-	-	-	-	1739	-
Stage 2	-	-	-	-	714	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	*701	-	*311	*557
Stage 1	-	-	-	-	*572	-
Stage 2	-	-	-	-	*572	-
Platoon blocked, %	-	-	1	-	1	1
Mov Cap-1 Maneuver	-	-	*701	-	*307	*557
Mov Cap-2 Maneuver	-	-	-	-	*399	-
Stage 1	-	-	-	-	*572	-
Stage 2	-	-	-	-	*564	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	474	-	-	* 701	-
HCM Lane V/C Ratio	0.103	-	-	0.012	-
HCM Control Delay (s)	13.5	-	-	10.2	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

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

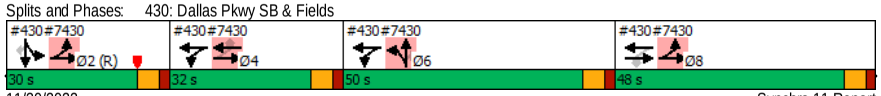
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	900	600	200	700	0	0	0	0	200	606	200
Future Volume (vph)	0	900	600	200	700	0	0	0	0	200	606	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	0		0	200		200
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	5085	1583
Flt Permitted				0.175						0.950		
Satd. Flow (perm)	0	7544	1583	632	5085	0	0	0	0	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			479									215
Link Speed (mph)		45			35			30			54	
Link Distance (ft)		410			223			2753			6848	
Travel Time (s)		6.2			4.3			62.6			86.5	
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
Adj. Flow (vph)	0	978	652	217	761	0	0	0	0	217	659	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	978	652	217	761	0	0	0	0	217	659	217
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)		24			24			24			24	
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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		22.0	22.0							22.0	22.0	22.0
Total Split (s)		48.0	48.0							30.0	30.0	30.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	32.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		30.0%	30.0%							18.8%	18.8%	18.8%
Maximum Green (s)		42.0	42.0							24.0	24.0	24.0
Yellow Time (s)		4.0	4.0							4.0	4.0	4.0
All-Red Time (s)		2.0	2.0							2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0							0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0							6.0	6.0	6.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		42.0	42.0	118.0	124.0					24.0	24.0	24.0
Actuated g/C Ratio		0.26	0.26	0.74	0.78					0.15	0.15	0.15
v/c Ratio		0.49	0.85	0.12	0.19					0.42	0.86	0.52
Control Delay		51.0	25.9	0.1	1.0					64.6	78.9	12.0
Queue Delay		0.0	0.0	0.3	0.6					0.0	0.0	0.0
Total Delay		51.0	25.9	0.4	1.6					64.6	78.9	12.0
LOS		D	C	A	A					E	E	B
Approach Delay		41.0			1.3						62.8	
Approach LOS		D			A						E	
Queue Length 50th (ft)		215	195	0	21					107	250	2
Queue Length 95th (ft)		247	394	0	16					152	#310	82
Internal Link Dist (ft)		330			143			2673			6768	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		1980	768	1796	3940					514	762	420
Starvation Cap Reductn		0	0	1100	2655					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.49	0.85	0.31	0.59					0.42	0.86	0.52

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 36.9		Intersection LOS: D	
Intersection Capacity Utilization 69.6%		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.			

Splits and Phases: 430: Dallas Pkwy SB & Fields



Lane Group	Ø4	Ø6
Total Split (%)	20%	31%
Maximum Green (s)	26.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	Min
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

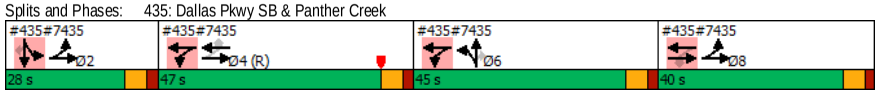
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1211	400	403	1407	0	0	0	0	206	600	200
Future Volume (vph)	0	1211	400	403	1407	0	0	0	0	206	600	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		150	0		0	200		200
Storage Lanes	2		2	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.88	0.97	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	2787	3433	5085	0	0	0	0	1770	5085	1583
Flt Permitted				0.113						0.950		
Satd. Flow (perm)	0	6408	2787	408	5085	0	0	0	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			295									102
Link Speed (mph)		44			38			30			53	
Link Distance (ft)		1042			269			5378			2753	
Travel Time (s)		16.1			4.8			122.2			35.4	
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
Adj. Flow (vph)	0	1316	435	438	1529	0	0	0	0	224	652	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1316	435	438	1529	0	0	0	0	224	652	217
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)		24			24			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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		22.0	22.0							22.0	22.0	22.0
Total Split (s)		40.0	40.0							28.0	28.0	28.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	47.0	45.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		25.0%	25.0%							17.5%	17.5%	17.5%
Maximum Green (s)		34.0	34.0							22.0	22.0	22.0
Yellow Time (s)		4.0	4.0							4.0	4.0	4.0
All-Red Time (s)		2.0	2.0							2.0	2.0	2.0
Lost Time Adjust (s)		-1.4	-1.4							-1.5	-1.5	0.0
Total Lost Time (s)		4.6	4.6							4.5	4.5	6.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							None	None	None
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		35.4	35.4	122.8	127.4					23.5	23.5	22.0
Actuated g/C Ratio		0.22	0.22	0.77	0.80					0.15	0.15	0.14
v/c Ratio		0.93	0.51	0.22	0.38					0.86	0.87	0.71
Control Delay		72.9	19.2	0.2	1.8					70.2	58.1	27.1
Queue Delay		0.0	0.0	0.1	0.5					0.0	0.0	0.0
Total Delay		72.9	19.2	0.3	2.3					70.2	58.1	27.1
LOS		E	B	A	A					E	E	C
Approach Delay		59.6			1.9						54.4	
Approach LOS		E			A						D	
Queue Length 50th (ft)		396	69	0	54					237	253	130
Queue Length 95th (ft)		#459	132	0	26					m#302	m#308	m181
Internal Link Dist (ft)		962			189			5298			2673	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		1417	846	1965	4048					259	746	305
Starvation Cap Reductn		0	0	532	1899					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.93	0.51	0.31	0.71					0.86	0.87	0.71

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 152 (95%), Referenced to phase 4:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 34.8		Intersection LOS: C	
Intersection Capacity Utilization 57.4%		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: 435: Dallas Pkwy SB & Panther Creek



Lane Group	Ø4	Ø6
Total Split (%)	29%	28%
Maximum Green (s)	41.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-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)		
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

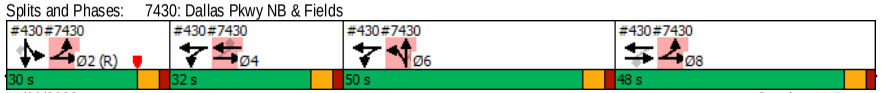
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	400	700	0	0	700	300	200	1203	200	0	0	0
Future Volume (vph)	400	700	0	0	700	300	200	1203	200	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Flt Permitted	0.201						0.950					
Satd. Flow (perm)	726	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						205			127			
Link Speed (mph)		45			45			53			58	
Link Distance (ft)		223			465			1394			7029	
Travel Time (s)		3.4			7.0			17.9			82.6	
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
Adj. Flow (vph)	435	761	0	0	761	326	217	1308	217	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	435	761	0	0	761	326	217	1308	217	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					22.0	22.0	22.0	22.0	22.0			
Total Split (s)					32.0	32.0	50.0	50.0	50.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	30.0	48.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					20.0%	20.0%	31.3%	31.3%	31.3%			
Maximum Green (s)					26.0	26.0	44.0	44.0	44.0			
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)					0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)					6.0	6.0	6.0	6.0	6.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Min	Min	Min			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	98.0	104.0			26.0	26.0	44.0	44.0	44.0			
Actuated g/C Ratio	0.61	0.65			0.16	0.16	0.28	0.28	0.28			
v/c Ratio	0.26	0.23			0.62	0.76	0.23	0.94	0.41			
Control Delay	0.4	0.2			64.9	35.7	43.8	68.5	21.3			
Queue Delay	0.2	0.2			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.6	0.4			64.9	35.7	43.8	68.5	21.3			
LOS	A	A			E	D	D	E	C			
Approach Delay		0.5			56.2			59.5				
Approach LOS		A			E			E				
Queue Length 50th (ft)	1	0			185	125	95	512	85			
Queue Length 95th (ft)	1	0			218	249	136	#588	172			
Internal Link Dist (ft)		143			385			1314			6949	
Turn Bay Length (ft)						200	200		200			
Base Capacity (vph)	1662	3305			1225	428	944	1398	527			
Starvation Cap Reductn	580	1665			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.40	0.46			0.62	0.76	0.23	0.94	0.41			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 41.1		Intersection LOS: D	
Intersection Capacity Utilization 69.6%		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.			

Splits and Phases: 7430: Dallas Pkwy NB & Fields



Lane Group	Ø2	Ø8
Total Split (%)	19%	30%
Maximum Green (s)	24.0	42.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

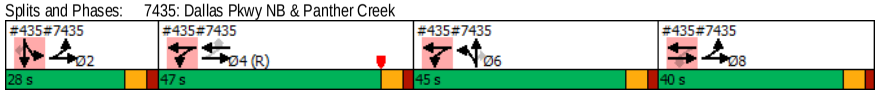
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	1217	0	0	1410	203	400	500	406	0	0	0
Future Volume (vph)	200	1217	0	0	1410	203	400	500	406	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		175	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Flt Permitted	0.094						0.950					
Satd. Flow (perm)	340	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						143			102			
Link Speed (mph)		38			45			52			58	
Link Distance (ft)		269			1445			5375			1105	
Travel Time (s)		4.8			21.9			70.5			13.0	
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
Adj. Flow (vph)	217	1323	0	0	1533	221	435	543	441	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	1323	0	0	1533	221	435	543	441	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					22.0	22.0	22.0	22.0	22.0			
Total Split (s)					47.0	47.0	45.0	45.0	45.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	28.0	40.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					29.4%	29.4%	28.1%	28.1%	28.1%			
Maximum Green (s)					41.0	41.0	39.0	39.0	39.0			
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)					-1.4	-1.4	-1.4	-1.4	0.0			
Total Lost Time (s)					4.6	4.6	4.6	4.6	6.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					C-Max	C-Max	Max	Max	Max			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	106.0	110.5			42.4	42.4	40.4	40.4	39.0			
Actuated g/C Ratio	0.66	0.69			0.26	0.26	0.25	0.25	0.24			
v/c Ratio	0.15	0.38			0.77	0.42	0.50	0.61	0.95			
Control Delay	0.2	1.6			45.2	14.0	53.6	56.2	77.0			
Queue Delay	0.0	2.7			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.2	4.2			45.2	14.0	53.6	56.2	77.0			
LOS	A	A			D	B	D	E	E			
Approach Delay		3.7			41.3			61.9				
Approach LOS		A			D			E				
Queue Length 50th (ft)	0	30			261	13	202	266	370			
Queue Length 95th (ft)	m0	m35			265	108	259	332	#596			
Internal Link Dist (ft)		189			1365			5295			1025	
Turn Bay Length (ft)						175	200		200			
Base Capacity (vph)	1452	3511			1999	524	866	893	462			
Starvation Cap Reductn	145	2023			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.17	0.89			0.77	0.42	0.50	0.61	0.95			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 152 (95%), Referenced to phase 4:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 35.2		Intersection LOS: D	
Intersection Capacity Utilization 57.4%		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: 7435: Dallas Pkwy NB & Panther Creek



Lane Group	Ø2	Ø8
Total Split (%)	18%	25%
Maximum Green (s)	22.0	34.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	800	800	50	50	200
Future Volume (vph)	100	800	800	50	50	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		211	643		363	
Travel Time (s)		3.2	9.7		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	870	870	54	54	217
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	870	870	54	54	217
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	800	800	50	50	200
Future Vol, veh/h	100	800	800	50	50	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	870	870	54	54	217

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	924	0	-	0	1436	435
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	566	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	833	-	-	-	340	*748
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	485	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	833	-	-	-	296	*748
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	485	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	833	-	-	-	380	748
HCM Lane V/C Ratio	0.13	-	-	-	0.143	0.291
HCM Control Delay (s)	10	-	-	-	16	11.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.5	1.2

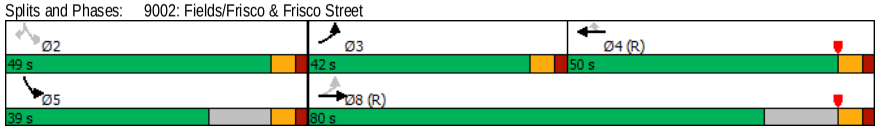
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	200	650	650	253	256	200
Future Volume (vph)	200	650	650	253	256	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.332				0.950	
Satd. Flow (perm)	618	5085	5085	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				275		217
Link Speed (mph)		45	45		45	
Link Distance (ft)		643	546		733	
Travel Time (s)		9.7	8.3		11.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	707	707	275	278	217
Shared Lane Traffic (%)						
Lane Group Flow (vph)	217	707	707	275	278	217
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	pm+pt	Perm
Protected Phases	3	8	4		5	
Permitted Phases	8			4	2	2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	3	8	4	4	5	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	22.0	10.0	22.0
Total Split (s)	42.0	80.0	50.0	50.0	39.0	49.0
Total Split (%)	29.8%	56.7%	35.5%	35.5%	27.7%	34.8%
Maximum Green (s)	36.0	74.0	44.0	44.0	33.0	43.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	Min
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)	101.3	101.3	83.9	83.9	27.7	27.7
Actuated g/C Ratio	0.72	0.72	0.60	0.60	0.20	0.20
v/c Ratio	0.40	0.19	0.23	0.26	0.80	0.45
Control Delay	9.5	7.2	14.8	2.5	70.6	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	7.2	14.8	2.5	70.6	8.2
LOS	A	A	B	A	E	A
Approach Delay		7.7	11.3		43.3	
Approach LOS		A	B		D	
Queue Length 50th (ft)	58	70	106	0	246	0
Queue Length 95th (ft)	108	107	162	46	326	64
Internal Link Dist (ft)		563	466		653	
Turn Bay Length (ft)	200			200		
Base Capacity (vph)	738	3652	3026	1053	539	633
Starvation Cap Reductn	0	0	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	0.29	0.19	0.23	0.26	0.52	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 141			
Actuated Cycle Length: 141			
Offset: 88 (62%), Referenced to phase 4:WBT and 8:EBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 16.5		Intersection LOS: B	
Intersection Capacity Utilization 52.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9002: Fields/Frisco & Frisco Street



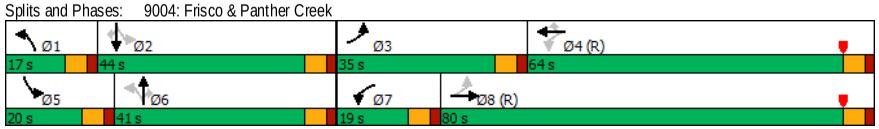
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	203	1213	200	200	1223	200	200	500	200	200	500	206
Future Volume (vph)	203	1213	200	200	1223	200	200	500	200	200	500	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		200	200		200	200		200
Storage Lanes	1		0	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt		0.979				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4979	0	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.128			0.125			0.277			0.220		
Satd. Flow (perm)	238	4979	0	452	5085	1583	1001	5085	1583	795	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				143			188			224
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		873			2240			2777			1154	
Travel Time (s)		13.2			33.9			42.1			17.5	
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
Adj. Flow (vph)	221	1318	217	217	1329	217	217	543	217	217	543	224
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	1535	0	217	1329	217	217	543	217	217	543	224
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)		24			24			24			24	
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)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0		10.0	22.0	22.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	35.0	80.0		19.0	64.0	64.0	17.0	41.0	41.0	20.0	44.0	44.0
Total Split (%)	21.9%	50.0%		11.9%	40.0%	40.0%	10.6%	25.6%	25.6%	12.5%	27.5%	27.5%
Maximum Green (s)	29.0	74.0		13.0	58.0	58.0	11.0	35.0	35.0	14.0	38.0	38.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Min	Min	None	Min	Min
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	105.0	90.1		89.7	80.4	80.4	34.7	23.8	23.8	38.5	25.7	25.7
Actuated g/C Ratio	0.66	0.56		0.56	0.50	0.50	0.22	0.15	0.15	0.24	0.16	0.16
v/c Ratio	0.65	0.55		0.51	0.52	0.25	0.57	0.72	0.55	0.54	0.66	0.51
Control Delay	48.5	6.8		17.2	29.3	10.0	51.4	70.3	17.0	50.3	66.7	10.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	6.8		17.2	29.3	10.0	51.4	70.3	17.0	50.3	66.7	10.4
LOS	D	A		B	C	B	D	E	B	D	E	B
Approach Delay		12.0			25.4			54.2			50.3	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	101	134		41	342	40	91	200	27	91	197	0
Queue Length 95th (ft)	m173	m147		64	456	111	122	237	109	122	231	76
Internal Link Dist (ft)		793			2160			2697			1074	
Turn Bay Length (ft)	200			200		200	200		200	200		200
Base Capacity (vph)	434	2814		505	2556	866	385	1112	493	428	1207	546
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.55		0.43	0.52	0.25	0.56	0.49	0.44	0.51	0.45	0.41

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 158 (99%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 30.7 Intersection LOS: C
Intersection Capacity Utilization 70.2% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9004: Frisco & Panther Creek



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1600	13	28	1600	13	17
Future Volume (vph)	1600	13	28	1600	13	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850			0.924	
Flt Protected			0.950		0.979	
Satd. Flow (prot)	5085	1583	1770	5085	1685	0
Flt Permitted			0.950		0.979	
Satd. Flow (perm)	5085	1583	1770	5085	1685	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	1445			873	306	
Travel Time (s)	21.9			13.2	7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1739	14	30	1739	14	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1739	14	30	1739	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1600	13	28	1600	13	17
Future Vol, veh/h	1600	13	28	1600	13	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	200	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1739	14	30	1739	14	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1753	0	2495	870
Stage 1	-	-	-	-	1739	-
Stage 2	-	-	-	-	756	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	*701	-	*185	*557
Stage 1	-	-	-	-	*572	-
Stage 2	-	-	-	-	*572	-
Platoon blocked, %	-	-	1	-	1	1
Mov Cap-1 Maneuver	-	-	*701	-	*177	*557
Mov Cap-2 Maneuver	-	-	-	-	*336	-
Stage 1	-	-	-	-	*572	-
Stage 2	-	-	-	-	*547	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	433	-	-	* 701	-
HCM Lane V/C Ratio	0.075	-	-	0.043	-
HCM Control Delay (s)	14	-	-	10.4	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

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

Synchro™ Output – Weekday Background Plus Site Traffic

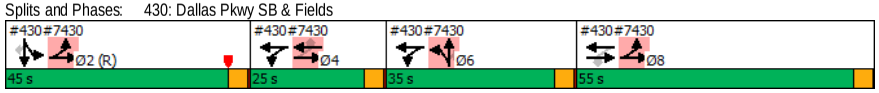
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	822	400	215	802	0	0	0	0	263	1054	200
Future Volume (vph)	0	822	400	215	802	0	0	0	0	263	1054	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	0		0	200		200
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	5085	1583
Flt Permitted				0.213						0.950		
Satd. Flow (perm)	0	7544	1583	770	5085	0	0	0	0	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			300									141
Link Speed (mph)		45			35			30			53	
Link Distance (ft)		410			223			2753			6848	
Travel Time (s)		6.2			4.3			62.6			88.1	
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
Adj. Flow (vph)	0	893	435	234	872	0	0	0	0	286	1146	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	893	435	234	872	0	0	0	0	286	1146	217
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)		24			24			24			24	
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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		20.0	20.0							20.0	20.0	20.0
Total Split (s)		55.0	55.0							45.0	45.0	45.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	25.0	35.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		34.4%	34.4%							28.1%	28.1%	28.1%
Maximum Green (s)		51.0	51.0							41.0	41.0	41.0
Yellow Time (s)		3.5	3.5							3.5	3.5	3.5
All-Red Time (s)		0.5	0.5							0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0							0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0							4.0	4.0	4.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		51.0	51.0	107.0	111.0					41.0	41.0	41.0
Actuated g/C Ratio		0.32	0.32	0.67	0.69					0.26	0.26	0.26
v/c Ratio		0.37	0.61	0.16	0.25					0.33	0.88	0.43
Control Delay		42.7	17.5	0.2	0.8					49.5	65.9	20.1
Queue Delay		0.0	0.0	0.3	0.7					0.0	0.0	0.0
Total Delay		42.7	17.5	0.5	1.6					49.5	65.9	20.1
LOS		D	B	A	A					D	E	C
Approach Delay		34.4			1.3						57.1	
Approach LOS		C			A						E	
Queue Length 50th (ft)		179	116	1	20					126	425	63
Queue Length 95th (ft)		206	239	1	12					170	486	146
Internal Link Dist (ft)		330			143			2673			6768	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		2404	708	1446	3527					879	1303	510
Starvation Cap Reductn		0	0	718	2210					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.37	0.61	0.32	0.66					0.33	0.88	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 47 (29%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 34.6		Intersection LOS: C	
Intersection Capacity Utilization 94.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 430: Dallas Pkwy SB & Fields



Lane Group	Ø4	Ø6
Total Split (%)	16%	22%
Maximum Green (s)	21.0	31.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	Min
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

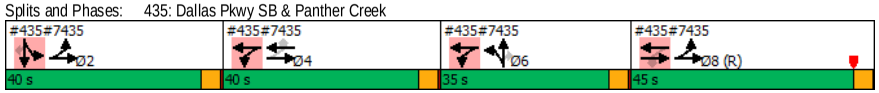
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1432	400	433	1213	0	0	0	0	254	1002	202
Future Volume (vph)	0	1432	400	433	1213	0	0	0	0	254	1002	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		150	0		0	200		200
Storage Lanes	2		2	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.88	0.97	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	2787	3433	5085	0	0	0	0	1770	5085	1583
Flt Permitted				0.094						0.950		
Satd. Flow (perm)	0	6408	2787	340	5085	0	0	0	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			265									101
Link Speed (mph)		44			35			30			54	
Link Distance (ft)		1042			269			5378			2753	
Travel Time (s)		16.1			5.2			122.2			34.8	
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
Adj. Flow (vph)	0	1557	435	471	1318	0	0	0	0	276	1089	220
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1557	435	471	1318	0	0	0	0	276	1089	220
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)		24			24			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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		20.0	20.0							20.0	20.0	20.0
Total Split (s)		45.0	45.0							40.0	40.0	40.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	40.0	35.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		28.1%	28.1%							25.0%	25.0%	25.0%
Maximum Green (s)		41.0	41.0							36.0	36.0	36.0
Yellow Time (s)		3.5	3.5							3.5	3.5	3.5
All-Red Time (s)		0.5	0.5							0.5	0.5	0.5
Lost Time Adjust (s)		-1.4	-1.4							-1.5	-1.5	0.0
Total Lost Time (s)		2.6	2.6							2.5	2.5	4.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		C-Max	C-Max							None	None	None
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		42.4	42.4	114.8	117.4					37.5	37.5	36.0
Actuated g/C Ratio		0.26	0.26	0.72	0.73					0.23	0.23	0.22
v/c Ratio		0.92	0.47	0.29	0.35					0.67	0.91	0.51
Control Delay		66.4	20.1	0.2	1.6					39.3	46.2	12.1
Queue Delay		0.0	0.0	0.0	1.2					0.0	0.0	0.0
Total Delay		66.4	20.1	0.3	2.8					39.3	46.2	12.1
LOS		E	C	A	A					D	D	B
Approach Delay		56.3			2.1						40.2	
Approach LOS		E			A						D	
Queue Length 50th (ft)		463	81	0	35					282	417	85
Queue Length 95th (ft)		512	141	m0	28					m351	#491	m125
Internal Link Dist (ft)		962			189			5298			2673	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		1698	933	1643	3731					414	1191	434
Starvation Cap Reductn		0	0	166	2075					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.92	0.47	0.32	0.80					0.67	0.91	0.51

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 8:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 33.5		Intersection LOS: C	
Intersection Capacity Utilization 62.5%		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: 435: Dallas Pkwy SB & Panther Creek



Lane Group	Ø4	Ø6
Total Split (%)	25%	22%
Maximum Green (s)	36.0	31.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
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	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

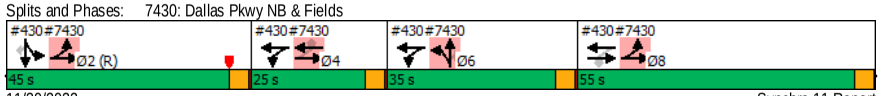
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	885	0	0	618	304	400	620	391	0	0	0
Future Volume (vph)	200	885	0	0	618	304	400	620	391	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Flt Permitted	0.190						0.950					
Satd. Flow (perm)	687	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						330			207			
Link Speed (mph)		45			45			54			58	
Link Distance (ft)		223			465			1394			7029	
Travel Time (s)		3.4			7.0			17.6			82.6	
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
Adj. Flow (vph)	217	962	0	0	672	330	435	674	425	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	962	0	0	672	330	435	674	425	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					20.0	20.0	20.0	20.0	20.0			
Total Split (s)					25.0	25.0	35.0	35.0	35.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	45.0	55.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					15.6%	15.6%	21.9%	21.9%	21.9%			
Maximum Green (s)					21.0	21.0	31.0	31.0	31.0			
Yellow Time (s)					3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)					0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)					0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)					4.0	4.0	4.0	4.0	4.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Min	Min	Min			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	117.0	121.0			21.0	21.0	31.0	31.0	31.0			
Actuated g/C Ratio	0.73	0.76			0.13	0.13	0.19	0.19	0.19			
v/c Ratio	0.10	0.25			0.68	0.67	0.65	0.68	0.90			
Control Delay	0.1	1.1			59.1	18.0	62.3	61.5	52.1			
Queue Delay	0.3	0.2			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.4	1.3			59.1	18.0	62.3	61.5	52.1			
LOS	A	A			E	B	E	E	D			
Approach Delay		1.1			45.6			59.1				
Approach LOS		A			D			E				
Queue Length 50th (ft)	0	30			157	94	225	251	260			
Queue Length 95th (ft)	1	24			170	158	287	299	#451			
Internal Link Dist (ft)		143			385			1314			6949	
Turn Bay Length (ft)						200	200		200			
Base Capacity (vph)	2149	3845			990	494	665	985	473			
Starvation Cap Reductn	1437	1810			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.30	0.47			0.68	0.67	0.65	0.68	0.90			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 47 (29%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 37.1		Intersection LOS: D	
Intersection Capacity Utilization 95.8%		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.			

Splits and Phases: 7430: Dallas Pkwy NB & Fields

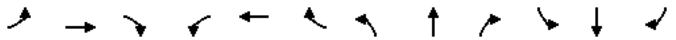


Lane Group	Ø2	Ø8
Total Split (%)	28%	34%
Maximum Green (s)	41.0	51.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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)	210	1476	0	0	1446	216	200	310	359	0	0	0
Future Volume (vph)	210	1476	0	0	1446	216	200	310	359	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		175	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Flt Permitted	0.107						0.950					
Satd. Flow (perm)	387	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						142			67			
Link Speed (mph)		35			45			52			58	
Link Distance (ft)		269			622			5375			774	
Travel Time (s)		5.2			9.4			70.5			9.1	
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
Adj. Flow (vph)	228	1604	0	0	1572	235	217	337	390	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	228	1604	0	0	1572	235	217	337	390	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					20.0	20.0	20.0	20.0	20.0			
Total Split (s)					40.0	40.0	35.0	35.0	35.0			

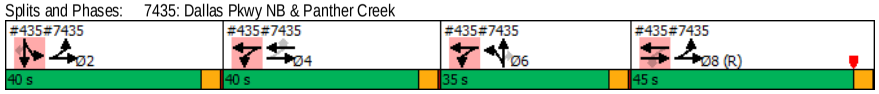
Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	40.0	45.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					25.0%	25.0%	21.9%	21.9%	21.9%			
Maximum Green (s)					36.0	36.0	31.0	31.0	31.0			
Yellow Time (s)					3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)					0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)					-1.4	-1.4	-1.4	-1.4	0.0			
Total Lost Time (s)					2.6	2.6	2.6	2.6	4.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Max	Max	Max			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	120.0	122.5			37.4	37.4	32.4	32.4	31.0			
Actuated g/C Ratio	0.75	0.77			0.23	0.23	0.20	0.20	0.19			
v/c Ratio	0.12	0.41			0.89	0.49	0.31	0.47	1.08			
Control Delay	0.1	2.1			51.3	12.5	55.8	58.8	119.7			
Queue Delay	0.0	1.7			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.1	3.8			51.3	12.5	55.8	58.8	119.7			
LOS	A	A			D	B	E	E	F			
Approach Delay		3.3			46.2			83.3				
Approach LOS		A			D			F				
Queue Length 50th (ft)	0	47			405	17	101	165	~395			
Queue Length 95th (ft)	m1	46			408	m67	142	218	#615			
Internal Link Dist (ft)		189			542			5295			694	
Turn Bay Length (ft)						175	200		200			
Base Capacity (vph)	1860	3893			1763	478	695	716	360			
Starvation Cap Reductn	547	2036			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.17	0.86			0.89	0.49	0.31	0.47	1.08			

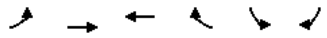
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 8:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 36.7		Intersection LOS: D	
Intersection Capacity Utilization 62.5%		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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7435: Dallas Pkwy NB & Panther Creek



Lane Group	Ø2	Ø8
Total Split (%)	25%	28%
Maximum Green (s)	36.0	41.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	C-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)		
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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	200	1076	822	100	50	100
Future Volume (vph)	200	1076	822	100	50	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		211	643		363	
Travel Time (s)		3.2	9.7		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	1170	893	109	54	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	217	1170	893	109	54	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	200	1076	822	100	50	100
Future Vol, veh/h	200	1076	822	100	50	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	217	1170	893	109	54	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1002	0	-	0	1795	447
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	902	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	800	-	-	-	215	*735
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	322	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	800	-	-	-	157	*735
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	322	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	800	-	-	-	249	735
HCM Lane V/C Ratio	0.272	-	-	-	0.218	0.148
HCM Control Delay (s)	11.2	-	-	-	23.4	10.7
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	1.1	-	-	-	0.8	0.5

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)	200	765	161	30	700	208	22	2	7	221	10	200
Future Volume (vph)	200	765	161	30	700	208	22	2	7	221	10	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		500	200		200	0		0	0		0
Storage Lanes	1		1	2		1	2		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.880				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1639	0	1770	1863	1583
Flt Permitted	0.310			0.326			0.750			0.440		
Satd. Flow (perm)	577	5085	1583	1178	5085	1583	2710	1639	0	820	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			175			226		8				217
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		643			546			398			733	
Travel Time (s)		9.7			8.3			6.0			11.1	
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
Adj. Flow (vph)	217	832	175	33	761	226	24	2	8	240	11	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	832	175	33	761	226	24	10	0	240	11	217
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)		24			24			24			24	
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	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4	6			2		2

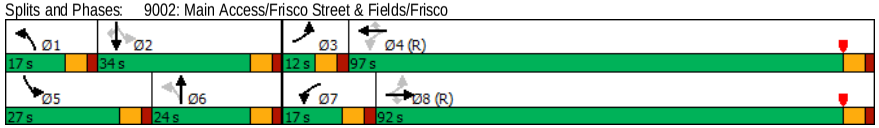
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0	22.0	10.0	22.0		10.0	22.0	22.0
Total Split (s)	12.0	92.0	92.0	17.0	97.0	97.0	17.0	24.0		27.0	34.0	34.0
Total Split (%)	7.5%	57.5%	57.5%	10.6%	60.6%	60.6%	10.6%	15.0%		16.9%	21.3%	21.3%
Maximum Green (s)	6.0	86.0	86.0	11.0	91.0	91.0	11.0	18.0		21.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min		None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	115.1	105.8	105.8	103.5	97.5	97.5	12.5	6.1		32.6	24.9	24.9
Actuated g/C Ratio	0.72	0.66	0.66	0.65	0.61	0.61	0.08	0.04		0.20	0.16	0.16
v/c Ratio	0.43	0.25	0.16	0.04	0.25	0.21	0.10	0.14		0.83	0.04	0.51
Control Delay	7.2	5.1	0.8	6.6	9.7	1.6	52.5	45.6		82.5	61.1	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	7.2	5.1	0.8	6.6	9.7	1.6	52.5	45.6		82.5	61.1	11.7
LOS	A	A	A	A	A	A	D	D		F	E	B
Approach Delay		4.9			7.8			50.5			49.1	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	34	73	3	3	65	1	10	2		234	10	0
Queue Length 95th (ft)	m45	m88	m12	m7	m112	m14	24	25		#361	31	82
Internal Link Dist (ft)		563			466			318			653	
Turn Bay Length (ft)	200		500	200		200						
Base Capacity (vph)	503	3361	1105	954	3100	1053	339	191		291	341	467
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.43	0.25	0.16	0.03	0.25	0.21	0.07	0.05		0.82	0.03	0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 70 (44%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 58.5%		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: 9002: Main Access/Frisco Street & Fields/Frisco



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	53	938	932	60
Future Volume (vph)	0	0	53	938	932	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	1863	1863	1770	5085	5085	1583
Flt Permitted			0.950			
Satd. Flow (perm)	1863	1863	1770	5085	5085	1583
Link Speed (mph)	30			45	45	
Link Distance (ft)	367			481	673	
Travel Time (s)	8.3			7.3	10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	58	1020	1013	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	58	1020	1013	65
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	53	938	932	60
Future Vol, veh/h	0	0	53	938	932	60
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	0	150	-	-	200
Veh in Median Storage, #	1	-	-	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	58	1020	1013	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1537	507	1078	0	-	0
Stage 1	1013	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*360	437	359	-	-	-
Stage 1	*237	-	-	-	-	-
Stage 2	*721	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*302	437	359	-	-	-
Mov Cap-2 Maneuver	*151	-	-	-	-	-
Stage 1	*199	-	-	-	-	-
Stage 2	*721	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	359	-	-	-	-	-
HCM Lane V/C Ratio	0.16	-	-	-	-	-
HCM Control Delay (s)	16.9	-	0	0	-	-
HCM Lane LOS	C	-	A	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-	-	-

Notes

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

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	30	246	1228	203	200	1244	228	211	518	200	204	502
Future Volume (vph)	30	246	1228	203	200	1244	228	211	518	200	204	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	200		200	200		200	200	
Storage Lanes		1		0	2		1	2		1	2	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91
Frt			0.979				0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	4979	0	3433	5085	1583	3433	5085	1583	3433	5085
Flt Permitted		0.088			0.089			0.366			0.181	
Satd. Flow (perm)	0	164	4979	0	322	5085	1583	1323	5085	1583	654	5085
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			24				184			184		
Link Speed (mph)			45			45			45			45
Link Distance (ft)			440			2240			2777			481
Travel Time (s)			6.7			33.9			42.1			7.3
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
Adj. Flow (vph)	33	267	1335	221	217	1352	248	229	563	217	222	546
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	300	1556	0	217	1352	248	229	563	217	222	546
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
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)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	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	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	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	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	custom	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		3	8 16		7	4 12		1	6 14		5	2 10
Permitted Phases	3	8 16			4 12		4 12	6 14		6 14	2 10	

Lane Group	SBR	Ø2	Ø4	Ø6	Ø8	Ø10	Ø12	Ø14	Ø16
Lane Configurations									
Traffic Volume (vph)	225								
Future Volume (vph)	225								
Ideal Flow (vphpl)	1900								
Storage Length (ft)	200								
Storage Lanes	1								
Taper Length (ft)									
Lane Util. Factor	1.00								
Frt	0.850								
Flt Protected									
Satd. Flow (prot)	1583								
Flt Permitted									
Satd. Flow (perm)	1583								
Right Turn on Red	Yes								
Satd. Flow (RTOR)	143								
Link Speed (mph)									
Link Distance (ft)									
Travel Time (s)									
Peak Hour Factor	0.92								
Adj. Flow (vph)	245								
Shared Lane Traffic (%)									
Lane Group Flow (vph)	245								
Enter Blocked Intersection	No								
Lane Alignment	Right								
Median Width(ft)									
Link Offset(ft)									
Crosswalk Width(ft)									
Two way Left Turn Lane									
Headway Factor	1.00								
Turning Speed (mph)	9								
Number of Detectors	1								
Detector Template	Right								
Leading Detector (ft)	20								
Trailing Detector (ft)	0								
Detector 1 Position(ft)	0								
Detector 1 Size(ft)	20								
Detector 1 Type	Cl+Ex								
Detector 1 Channel									
Detector 1 Extend (s)	0.0								
Detector 1 Queue (s)	0.0								
Detector 1 Delay (s)	0.0								
Detector 2 Position(ft)									
Detector 2 Size(ft)									
Detector 2 Type									
Detector 2 Channel									
Detector 2 Extend (s)									
Turn Type	Perm								
Protected Phases		2	4	6	8	10	12	14	16
Permitted Phases	2 10								

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	3	3	8 16		7	4 12	4 12	1	6 14	6 14	5	2 10
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0			4.0			4.0	
Minimum Split (s)	10.0	10.0			10.0			12.0			10.0	
Total Split (s)	10.0	10.0			10.0			12.0			31.0	
Total Split (%)	6.3%	6.3%			6.3%			7.5%			19.4%	
Maximum Green (s)	4.0	4.0			4.0			6.0			25.0	
Yellow Time (s)	4.0	4.0			4.0			4.0			4.0	
All-Red Time (s)	2.0	2.0			2.0			2.0			2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead	Lead			Lead			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes			Yes			Yes			Yes	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Recall Mode	None	None			None			None			None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		92.3	71.6		78.9	63.0	63.0	30.3	24.3	24.3	41.6	30.5
Actuated g/C Ratio		0.58	0.45		0.49	0.39	0.39	0.19	0.15	0.15	0.26	0.19
v/c Ratio		0.88	0.69		0.47	0.68	0.34	0.70	0.73	0.55	0.58	0.56
Control Delay		89.2	7.9		21.7	28.6	7.3	55.1	50.3	12.3	36.8	25.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		89.2	7.9		21.7	28.6	7.3	55.1	50.3	12.3	36.8	25.0
LOS		F	A		C	C	A	E	D	B	D	C
Approach Delay			21.0			24.9			43.2			23.9
Approach LOS			C			C			D			C
Queue Length 50th (ft)		249	111		45	327	32	79	145	21	51	96
Queue Length 95th (ft)		m#491	m244		80	370	83	100	160	71	m58	98
Internal Link Dist (ft)			360			2160			2697			401
Turn Bay Length (ft)		200			200		200	200		200	200	
Base Capacity (vph)		340	2242		466	2002	734	329	1017	463	608	1620
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.88	0.69		0.47	0.68	0.34	0.70	0.55	0.47	0.37	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 114 (71%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 26.7		Intersection LOS: C	
Intersection Capacity Utilization 79.3%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

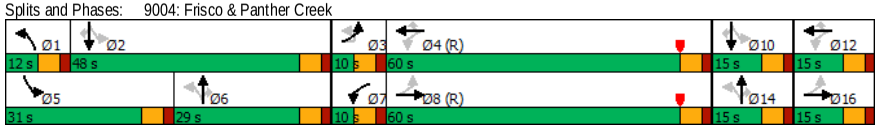
Lane Group	SBR	Ø2	Ø4	Ø6	Ø8	Ø10	Ø12	Ø14	Ø16
Detector Phase	2 10								
Switch Phase									
Minimum Initial (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)		22.0	22.0	22.0	22.0	10.0	10.0	10.0	10.0
Total Split (s)		48.0	60.0	29.0	60.0	15.0	15.0	15.0	15.0
Total Split (%)		30%	38%	18%	38%	9%	9%	9%	9%
Maximum Green (s)		42.0	54.0	23.0	54.0	9.0	9.0	9.0	9.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)									
Total Lost Time (s)									
Lead/Lag		Lag	Lag	Lag	Lag				
Lead-Lag Optimize?		Yes	Yes	Yes	Yes				
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode		Min	C-Max	Min	C-Max	None	None	None	None
Walk Time (s)		5.0	5.0	5.0	5.0				
Flash Dont Walk (s)		11.0	11.0	11.0	11.0				
Pedestrian Calls (#/hr)		0	0	0	0				
Act Effct Green (s)	30.5								
Actuated g/C Ratio	0.19								
v/c Ratio	0.59								
Control Delay	9.7								
Queue Delay	0.0								
Total Delay	9.7								
LOS	A								
Approach Delay									
Approach LOS									
Queue Length 50th (ft)	18								
Queue Length 95th (ft)	m31								
Internal Link Dist (ft)									
Turn Bay Length (ft)	200								
Base Capacity (vph)	602								
Starvation Cap Reductn	0								
Spillback Cap Reductn	0								
Storage Cap Reductn	0								
Reduced v/c Ratio	0.41								

Intersection Summary

Queue shown is maximum after two cycles.

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

Splits and Phases: 9004: Frisco & Panther Creek



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	1682	20	8	1636	28	20	0	25	0	0	0
Future Volume (vph)	52	1682	20	8	1636	28	20	0	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.926				
Flt Protected	0.950			0.950				0.978				
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	0	1687	0	0	1863	1863
Flt Permitted	0.950			0.950				0.978				
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	0	1687	0	0	1863	1863
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		823			433			306			381	
Travel Time (s)		12.5			6.6			7.0			8.7	
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
Adj. Flow (vph)	57	1828	22	9	1778	30	22	0	27	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	1828	22	9	1778	30	0	49	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		60	60		9	60		60	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

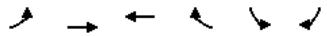
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	1682	20	8	1636	28	20	0	25	0	0	0
Future Vol, veh/h	52	1682	20	8	1636	28	20	0	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	150	200	-	150	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	57	1828	22	9	1778	30	22	0	27	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1808	0	0	1850	0	0	2671	3768	914	2641	3760	889
Stage 1	-	-	-	-	-	-	1942	1942	-	1796	1796	-
Stage 2	-	-	-	-	-	-	729	1826	-	845	1964	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	*680	-	-	675	-	-	*295	*15	*541	*295	*15	*541
Stage 1	-	-	-	-	-	-	*434	*449	-	*555	*528	-
Stage 2	-	-	-	-	-	-	*555	*528	-	*555	*433	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*680	-	-	675	-	-	*273	*13	*541	*259	*14	*541
Mov Cap-2 Maneuver	-	-	-	-	-	-	*322	*205	-	*342	*209	-
Stage 1	-	-	-	-	-	-	*398	*412	-	*508	*521	-
Stage 2	-	-	-	-	-	-	*548	*521	-	*483	*397	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	14.8	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	415	* 680	-	-	675	-	-	-	-
HCM Lane V/C Ratio	0.118	0.083	-	-	0.013	-	-	-	-
HCM Control Delay (s)	14.8	10.8	-	-	10.4	-	-	0	0
HCM Lane LOS	B	B	-	-	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0	-	-	-	-

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	107	1727	1620	36	14	42
Future Volume (vph)	107	1727	1620	36	14	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			150	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		622	823		419	
Travel Time (s)		9.4	12.5		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	116	1877	1761	39	15	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	1877	1761	39	15	46
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	107	1727	1620	36	14	42
Future Vol, veh/h	107	1727	1620	36	14	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	1877	1761	39	15	46

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1800	0	-	0	2744	881
Stage 1	-	-	-	-	1761	-
Stage 2	-	-	-	-	983	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	661	-	-	-	*169	*557
Stage 1	-	-	-	-	*572	-
Stage 2	-	-	-	-	*538	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	661	-	-	-	*140	*557
Mov Cap-2 Maneuver	-	-	-	-	*293	-
Stage 1	-	-	-	-	*472	-
Stage 2	-	-	-	-	*538	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	661	-	-	-	293	557
HCM Lane V/C Ratio	0.176	-	-	-	0.052	0.082
HCM Control Delay (s)	11.6	-	-	-	18	12
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	0.6	-	-	-	0.2	0.3

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	13	836	0	0	0
Future Volume (vph)	0	13	836	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	0
Link Speed (mph)	30		54			58
Link Distance (ft)	354		774			334
Travel Time (s)	8.0		9.8			3.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	14	909	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	14	909	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

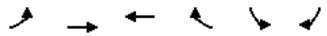
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	13	836	0	0	0
Future Vol, veh/h	0	13	836	0	0	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	-	1082667008	
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	909	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	455	0	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	552	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	552	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	11.7	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	WBLn1
Capacity (veh/h)	-	552
HCM Lane V/C Ratio	-	0.026
HCM Control Delay (s)	-	11.7
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1707	1672	38	0	0
Future Volume (vph)	0	1707	1672	38	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			150	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	5085	5085	1583	0	1863
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	1583	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		433	440		303	
Travel Time (s)		9.8	10.0		6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1855	1817	41	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1855	1817	41	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1707	1672	38	0	0
Future Vol, veh/h	0	1707	1672	38	0	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	-	-	-	150	-	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1855	1817	41	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	909
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	*532
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*532
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

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

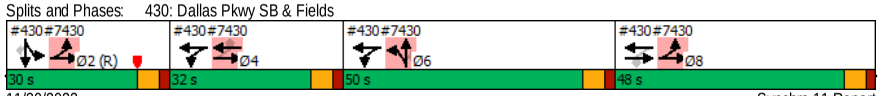
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	900	600	346	731	0	0	0	0	202	628	200
Future Volume (vph)	0	900	600	346	731	0	0	0	0	202	628	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	0		0	200		200
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	5085	1583
Flt Permitted				0.175						0.950		
Satd. Flow (perm)	0	7544	1583	632	5085	0	0	0	0	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			322									207
Link Speed (mph)		45			35			30			54	
Link Distance (ft)		410			223			2753			6848	
Travel Time (s)		6.2			4.3			62.6			86.5	
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
Adj. Flow (vph)	0	978	652	376	795	0	0	0	0	220	683	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	978	652	376	795	0	0	0	0	220	683	217
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)		24			24			24			24	
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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		22.0	22.0							22.0	22.0	22.0
Total Split (s)		48.0	48.0							30.0	30.0	30.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	32.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		30.0%	30.0%							18.8%	18.8%	18.8%
Maximum Green (s)		42.0	42.0							24.0	24.0	24.0
Yellow Time (s)		4.0	4.0							4.0	4.0	4.0
All-Red Time (s)		2.0	2.0							2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0							0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0							6.0	6.0	6.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		42.0	42.0	118.0	124.0					24.0	24.0	24.0
Actuated g/C Ratio		0.26	0.26	0.74	0.78					0.15	0.15	0.15
v/c Ratio		0.49	1.00	0.21	0.20					0.43	0.90	0.53
Control Delay		51.0	64.0	0.2	0.2					64.7	81.9	13.6
Queue Delay		0.0	0.0	0.5	0.7					0.0	0.0	0.0
Total Delay		51.0	64.0	0.7	0.9					64.7	81.9	13.6
LOS		D	E	A	A					E	F	B
Approach Delay		56.2			0.8						65.3	
Approach LOS		E			A						E	
Queue Length 50th (ft)		215	414	1	1					109	261	9
Queue Length 95th (ft)		247	#692	1	0					154	#330	92
Internal Link Dist (ft)		330			143			2673			6768	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		1980	653	1796	3940					514	762	413
Starvation Cap Reductn		0	0	973	2696					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.49	1.00	0.46	0.64					0.43	0.90	0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 42.3		Intersection LOS: D	
Intersection Capacity Utilization 74.2%		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.			

Splits and Phases: 430: Dallas Pkwy SB & Fields



Lane Group	Ø4	Ø6
Total Split (%)	20%	31%
Maximum Green (s)	26.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	Min
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

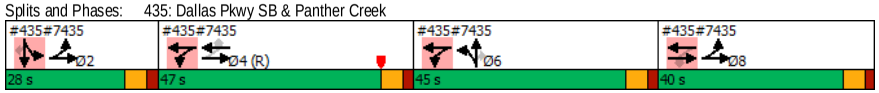
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1217	400	566	1424	0	0	0	0	228	621	221
Future Volume (vph)	0	1217	400	566	1424	0	0	0	0	228	621	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		150	0		0	200		200
Storage Lanes	2		2	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.88	0.97	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	2787	3433	5085	0	0	0	0	1770	5085	1583
Flt Permitted				0.113						0.950		
Satd. Flow (perm)	0	6408	2787	408	5085	0	0	0	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			294									102
Link Speed (mph)		44			38			30			53	
Link Distance (ft)		1042			269			5378			2753	
Travel Time (s)		16.1			4.8			122.2			35.4	
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
Adj. Flow (vph)	0	1323	435	615	1548	0	0	0	0	248	675	240
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1323	435	615	1548	0	0	0	0	248	675	240
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)		24			24			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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		22.0	22.0							22.0	22.0	22.0
Total Split (s)		40.0	40.0							28.0	28.0	28.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	47.0	45.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		25.0%	25.0%							17.5%	17.5%	17.5%
Maximum Green (s)		34.0	34.0							22.0	22.0	22.0
Yellow Time (s)		4.0	4.0							4.0	4.0	4.0
All-Red Time (s)		2.0	2.0							2.0	2.0	2.0
Lost Time Adjust (s)		-1.4	-1.4							-1.5	-1.5	0.0
Total Lost Time (s)		4.6	4.6							4.5	4.5	6.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							None	None	None
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		35.4	35.4	122.8	127.4					23.5	23.5	22.0
Actuated g/C Ratio		0.22	0.22	0.77	0.80					0.15	0.15	0.14
v/c Ratio		0.93	0.51	0.31	0.38					0.96	0.90	0.79
Control Delay		73.5	19.3	0.3	1.0					87.7	64.4	37.2
Queue Delay		0.0	0.0	0.1	0.6					0.0	0.0	0.0
Total Delay		73.5	19.3	0.4	1.6					87.7	64.4	37.2
LOS		E	B	A	A					F	E	D
Approach Delay		60.1			1.3						63.7	
Approach LOS		E			A						E	
Queue Length 50th (ft)		399	69	0	25					264	263	159
Queue Length 95th (ft)		#464	132	m0	0					m#322	m287	m194
Internal Link Dist (ft)		962			189			5298			2673	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		1417	845	1965	4048					259	746	305
Starvation Cap Reductn		0	0	492	1951					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.93	0.51	0.42	0.74					0.96	0.90	0.79

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 152 (95%), Referenced to phase 4:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 35.9		Intersection LOS: D	
Intersection Capacity Utilization 61.4%		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: 435: Dallas Pkwy SB & Panther Creek



Lane Group	Ø4	Ø6
Total Split (%)	29%	28%
Maximum Green (s)	41.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-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)		
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

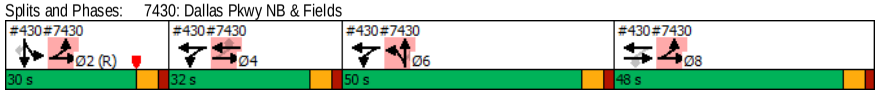
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	400	702	0	0	877	360	200	1292	205	0	0	0
Future Volume (vph)	400	702	0	0	877	360	200	1292	205	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Flt Permitted	0.154						0.950					
Satd. Flow (perm)	557	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						201			121			
Link Speed (mph)		45			45			53			58	
Link Distance (ft)		223			465			1394			7029	
Travel Time (s)		3.4			7.0			17.9			82.6	
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
Adj. Flow (vph)	435	763	0	0	953	391	217	1404	223	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	435	763	0	0	953	391	217	1404	223	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					22.0	22.0	22.0	22.0	22.0			
Total Split (s)					32.0	32.0	50.0	50.0	50.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	30.0	48.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					20.0%	20.0%	31.3%	31.3%	31.3%			
Maximum Green (s)					26.0	26.0	44.0	44.0	44.0			
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)					0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)					6.0	6.0	6.0	6.0	6.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Min	Min	Min			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	98.0	104.0			26.0	26.0	44.0	44.0	44.0			
Actuated g/C Ratio	0.61	0.65			0.16	0.16	0.28	0.28	0.28			
v/c Ratio	0.27	0.23			0.78	0.92	0.23	1.00	0.43			
Control Delay	0.4	0.1			56.6	47.3	44.7	81.8	23.8			
Queue Delay	0.2	0.2			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.6	0.4			56.6	47.3	44.7	81.8	23.8			
LOS	A	A			E	D	D	F	C			
Approach Delay		0.5			53.9			70.5				
Approach LOS		A			D			E				
Queue Length 50th (ft)	1	0			187	113	96	~558	96			
Queue Length 95th (ft)	1	0			232	#290	136	#663	186			
Internal Link Dist (ft)		143			385			1314			6949	
Turn Bay Length (ft)						200	200		200			
Base Capacity (vph)	1635	3305			1225	425	944	1398	523			
Starvation Cap Reductn	579	1660			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.41	0.46			0.78	0.92	0.23	1.00	0.43			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 46.3		Intersection LOS: D	
Intersection Capacity Utilization 74.2%		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.			

Splits and Phases: 7430: Dallas Pkwy NB & Fields



Lane Group	Ø2	Ø8
Total Split (%)	19%	30%
Maximum Green (s)	24.0	42.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

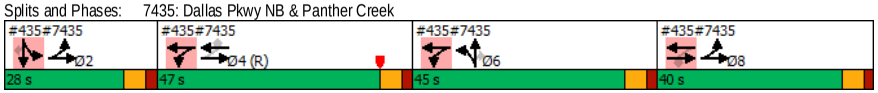
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	1245	0	0	1590	250	400	500	462	0	0	0
Future Volume (vph)	200	1245	0	0	1590	250	400	500	462	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		175	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Flt Permitted	0.094						0.950					
Satd. Flow (perm)	340	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						156			102			
Link Speed (mph)		38			45			52			58	
Link Distance (ft)		269			622			5375			774	
Travel Time (s)		4.8			9.4			70.5			9.1	
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
Adj. Flow (vph)	217	1353	0	0	1728	272	435	543	502	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	1353	0	0	1728	272	435	543	502	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					22.0	22.0	22.0	22.0	22.0			
Total Split (s)					47.0	47.0	45.0	45.0	45.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	28.0	40.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					29.4%	29.4%	28.1%	28.1%	28.1%			
Maximum Green (s)					41.0	41.0	39.0	39.0	39.0			
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)					-1.4	-1.4	-1.4	-1.4	0.0			
Total Lost Time (s)					4.6	4.6	4.6	4.6	6.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					C-Max	C-Max	Max	Max	Max			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	106.0	110.5			42.4	42.4	40.4	40.4	39.0			
Actuated g/C Ratio	0.66	0.69			0.26	0.26	0.25	0.25	0.24			
v/c Ratio	0.15	0.39			0.86	0.51	0.50	0.61	1.09			
Control Delay	0.2	1.6			52.0	18.9	53.6	56.2	111.0			
Queue Delay	0.0	3.2			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.2	4.9			52.0	18.9	53.6	56.2	111.0			
LOS	A	A			D	B	D	E	F			
Approach Delay		4.2			47.5			74.0				
Approach LOS		A			D			E				
Queue Length 50th (ft)	0	32			349	32	202	266	~502			
Queue Length 95th (ft)	m0	m34			358	143	259	332	#737			
Internal Link Dist (ft)		189			542			5295			694	
Turn Bay Length (ft)						175	200		200			
Base Capacity (vph)	1452	3511			1999	534	866	893	462			
Starvation Cap Reductn	145	2022			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.17	0.91			0.86	0.51	0.50	0.61	1.09			

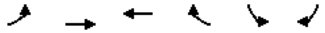
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 152 (95%), Referenced to phase 4:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 41.8		Intersection LOS: D	
Intersection Capacity Utilization 61.4%		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.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7435: Dallas Pkwy NB & Panther Creek



Lane Group	Ø2	Ø8
Total Split (%)	18%	25%
Maximum Green (s)	22.0	34.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	807	1037	50	50	200
Future Volume (vph)	100	807	1037	50	50	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		211	643		363	
Travel Time (s)		3.2	9.7		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	877	1127	54	54	217
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	877	1127	54	54	217
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	807	1037	50	50	200
Future Vol, veh/h	100	807	1037	50	50	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	877	1127	54	54	217

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1181	0	-	0	1696	564
Stage 1	-	-	-	-	1127	-
Stage 2	-	-	-	-	569	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	804	-	-	-	*307	*687
Stage 1	-	-	-	-	*705	-
Stage 2	-	-	-	-	*483	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	804	-	-	-	*265	*687
Mov Cap-2 Maneuver	-	-	-	-	*364	-
Stage 1	-	-	-	-	*609	-
Stage 2	-	-	-	-	*483	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	804	-	-	-	364	687
HCM Lane V/C Ratio	0.135	-	-	-	0.149	0.316
HCM Control Delay (s)	10.2	-	-	-	16.6	12.6
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.5	1.4

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

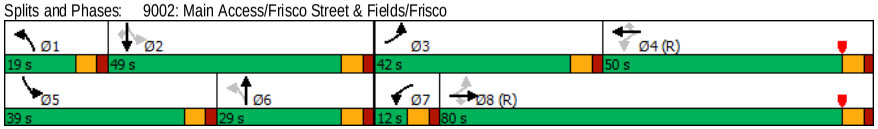
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	650	7	1	678	270	209	21	63	262	0	200
Future Volume (vph)	200	650	7	1	678	270	209	21	63	262	0	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		500	200		200	0		0	0		0
Storage Lanes	1		1	2		1	2		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.888				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1654	0	1770	1863	1583
Flt Permitted	0.307			0.371			0.757			0.310		
Satd. Flow (perm)	572	5085	1583	1341	5085	1583	2736	1654	0	577	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			293		68				427
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		643			546			398			733	
Travel Time (s)		9.7			8.3			6.0			11.1	
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
Adj. Flow (vph)	217	707	8	1	737	293	227	23	68	285	0	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	707	8	1	737	293	227	91	0	285	0	217
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)		24			24			24			24	
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)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4	6			2		2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	10.0	22.0	22.0	10.0	22.0		10.0	22.0	22.0
Total Split (s)	42.0	80.0	80.0	12.0	50.0	50.0	19.0	29.0		39.0	49.0	49.0
Total Split (%)	26.3%	50.0%	50.0%	7.5%	31.3%	31.3%	11.9%	18.1%		24.4%	30.6%	30.6%
Maximum Green (s)	36.0	74.0	74.0	6.0	44.0	44.0	13.0	23.0		33.0	43.0	43.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min		None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	104.4	102.1	102.1	90.3	84.8	84.8	21.0	8.5		43.6		25.1
Actuated g/C Ratio	0.65	0.64	0.64	0.56	0.53	0.53	0.13	0.05		0.27		0.16
v/c Ratio	0.46	0.22	0.01	0.00	0.27	0.30	0.55	0.60		0.76		0.36
Control Delay	12.3	5.0	0.0	15.0	14.2	1.7	51.3	40.2		63.2		1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	12.3	5.0	0.0	15.0	14.2	1.7	51.3	40.2		63.2		1.6
LOS	B	A	A	B	B	A	D	D		E		A
Approach Delay		6.7			10.6			48.1			36.6	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	50	43	0	0	79	0	94	24		257		0
Queue Length 95th (ft)	81	66	m0	m0	136	18	124	84		335		0
Internal Link Dist (ft)		563			466			318			653	
Turn Bay Length (ft)	200		500	200		200						
Base Capacity (vph)	642	3244	1061	839	2693	976	423	295		403		737
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0		0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0		0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0		0
Reduced v/c Ratio	0.34	0.22	0.01	0.00	0.27	0.30	0.54	0.31		0.71		0.29

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 88 (55%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 18.3 Intersection LOS: B
Intersection Capacity Utilization 60.4% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9002: Main Access/Frisco Street & Fields/Frisco



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	30	0	917	975	0
Future Volume (vph)	30	30	0	917	975	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1583	1863	5085	5085	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1583	1863	5085	5085	1863
Link Speed (mph)	30			45	45	
Link Distance (ft)	367			481	673	
Travel Time (s)	8.3			7.3	10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	33	0	997	1060	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	33	0	997	1060	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	30	0	917	975	0
Future Vol, veh/h	30	30	0	917	975	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	0	150	-	-	200
Veh in Median Storage, #	1	-	-	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	33	33	0	997	1060	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1459	530	1060	0	-	0
Stage 1	1060	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*374	422	366	-	-	-
Stage 1	*222	-	-	-	-	-
Stage 2	*738	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*374	422	366	-	-	-
Mov Cap-2 Maneuver	*103	-	-	-	-	-
Stage 1	*222	-	-	-	-	-
Stage 2	*738	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	366	-	103	422	-	-
HCM Lane V/C Ratio	-	-	0.317	0.077	-	-
HCM Control Delay (s)	0	-	55.4	14.2	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0	-	1.2	0.2	-	-

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

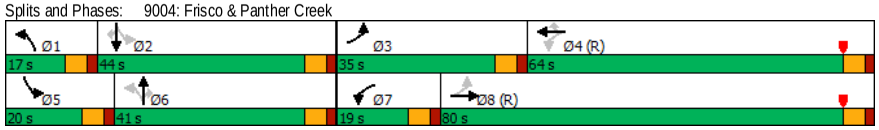
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1238	209	200	1240	201	206	500	200	257	529	220
Future Volume (vph)	216	1238	209	200	1240	201	206	500	200	257	529	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		200	200		200	200		200
Storage Lanes	1		0	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt		0.978				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4973	0	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.120			0.119			0.264			0.213		
Satd. Flow (perm)	224	4973	0	430	5085	1583	954	5085	1583	770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				143			179			239
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		440			2240			2777			481	
Travel Time (s)		6.7			33.9			42.1			7.3	
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
Adj. Flow (vph)	235	1346	227	217	1348	218	224	543	217	279	575	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	1573	0	217	1348	218	224	543	217	279	575	239
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)		24			24			24			24	
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)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0		10.0	22.0	22.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	35.0	80.0		19.0	64.0	64.0	17.0	41.0	41.0	20.0	44.0	44.0
Total Split (%)	21.9%	50.0%		11.9%	40.0%	40.0%	10.6%	25.6%	25.6%	12.5%	27.5%	27.5%
Maximum Green (s)	29.0	74.0		13.0	58.0	58.0	11.0	35.0	35.0	14.0	38.0	38.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Min	Min	None	Min	Min
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	104.3	89.0		87.5	78.0	78.0	34.7	23.8	23.8	40.2	26.5	26.5
Actuated g/C Ratio	0.65	0.56		0.55	0.49	0.49	0.22	0.15	0.15	0.25	0.17	0.17
v/c Ratio	0.68	0.57		0.53	0.54	0.26	0.60	0.72	0.56	0.66	0.68	0.52
Control Delay	50.9	8.1		18.4	31.1	10.6	51.9	70.3	18.9	54.5	56.0	7.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	8.1		18.4	31.1	10.6	51.9	70.3	18.9	54.5	56.0	7.9
LOS	D	A		B	C	B	D	E	B	D	E	A
Approach Delay		13.7			27.0			54.8			45.1	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	121	154		41	358	42	94	200	35	100	167	21
Queue Length 95th (ft)	m182	m242		64	474	114	126	237	119	143	154	31
Internal Link Dist (ft)		360			2160			2697			401	
Turn Bay Length (ft)	200			200		200	200		200	200		200
Base Capacity (vph)	426	2779		488	2479	845	377	1112	486	428	1207	558
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.57		0.44	0.54	0.26	0.59	0.49	0.45	0.65	0.48	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 158 (99%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 31.1		Intersection LOS: C	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 9004: Frisco & Panther Creek



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1637	13	28	1726	0	13	0	17	11	0	20
Future Volume (vph)	0	1637	13	28	1726	0	13	0	17	11	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.924				0.850
Flt Protected				0.950				0.979			0.950	
Satd. Flow (prot)	1863	5085	1583	1770	5085	1863	0	1685	0	0	1770	1583
Flt Permitted				0.950				0.979			0.950	
Satd. Flow (perm)	1863	5085	1583	1770	5085	1863	0	1685	0	0	1770	1583
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		823			433			306			381	
Travel Time (s)		12.5			6.6			7.0			8.7	
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
Adj. Flow (vph)	0	1779	14	30	1876	0	14	0	18	12	0	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1779	14	30	1876	0	0	32	0	0	12	22
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)	60		9	15		60	15		9	60		60
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1637	13	28	1726	0	13	0	17	11	0	20
Future Vol, veh/h	0	1637	13	28	1726	0	13	0	17	11	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	150	200	-	150	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	0	1779	14	30	1876	0	14	0	18	12	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1876	0	0	1793	0	0	2589	3715	890	2648	3729	938
Stage 1	-	-	-	-	-	-	1779	1779	-	1936	1936	-
Stage 2	-	-	-	-	-	-	810	1936	-	712	1793	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	*660	-	-	*680	-	-	*138	*7	*541	*119	*7	*525
Stage 1	-	-	-	-	-	-	*555	*528	-	*524	*503	-
Stage 2	-	-	-	-	-	-	*538	*503	-	*555	*528	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*660	-	-	*680	-	-	*127	*6	*541	*111	*6	*525
Mov Cap-2 Maneuver	-	-	-	-	-	-	*296	*232	-	*286	*226	-
Stage 1	-	-	-	-	-	-	*555	*528	-	*524	*481	-
Stage 2	-	-	-	-	-	-	*493	*481	-	*536	*528	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	14.9	14.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	398	* 660	-	-	* 680	-	-	286	525
HCM Lane V/C Ratio	0.082	-	-	-	0.045	-	-	0.042	0.041
HCM Control Delay (s)	14.9	0	-	-	10.5	-	-	18.1	12.2
HCM Lane LOS	B	A	-	-	B	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1	0.1

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	83	1623	1731	28	37	110
Future Volume (vph)	83	1623	1731	28	37	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			150	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		622	823		419	
Travel Time (s)		9.4	12.5		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	1764	1882	30	40	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	1764	1882	30	40	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	83	1623	1731	28	37	110
Future Vol, veh/h	83	1623	1731	28	37	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	1764	1882	30	40	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1912	0	-	0	2768	941
Stage 1	-	-	-	-	1882	-
Stage 2	-	-	-	-	886	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	*660	-	-	-	*342	*525
Stage 1	-	-	-	-	*538	-
Stage 2	-	-	-	-	*555	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*660	-	-	-	*295	*525
Mov Cap-2 Maneuver	-	-	-	-	*363	-
Stage 1	-	-	-	-	*465	-
Stage 2	-	-	-	-	*555	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	* 660	-	-	-	363	525
HCM Lane V/C Ratio	0.137	-	-	-	0.111	0.228
HCM Control Delay (s)	11.3	-	-	-	16.1	13.9
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.4	0.9

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	125	1051	0	0	0
Future Volume (vph)	0	125	1051	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	0
Link Speed (mph)	30		30			30
Link Distance (ft)	354		774			334
Travel Time (s)	8.0		17.6			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	136	1142	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	136	1142	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	125	1051	0	0	0
Future Vol, veh/h	0	125	1051	0	0	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	-	1082667008	
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	136	1142	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	571	0	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	464	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	464	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.9	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	WBLn1
Capacity (veh/h)	-	464
HCM Lane V/C Ratio	-	0.293
HCM Control Delay (s)	-	15.9
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	1.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1665	1664	0	0	90
Future Volume (vph)	0	1665	1664	0	0	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			150	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5085	1863	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	1863	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		433	440		303	
Travel Time (s)		6.6	6.7		6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1810	1809	0	0	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1810	1809	0	0	98
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	1665	1664	0	0	90
Future Vol, veh/h	0	1665	1664	0	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	-	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1810	1809	0	0	98

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	905
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	*541
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*541
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	541
HCM Lane V/C Ratio	-	-	-	0.181
HCM Control Delay (s)	-	-	-	13.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

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

Synchro™ Output – Peak Day Background Traffic

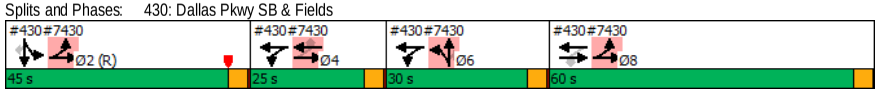
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	200	100	400	0	0	0	0	100	502	100
Future Volume (vph)	0	400	200	100	400	0	0	0	0	100	502	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	0		0	200		200
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	5085	1583
Flt Permitted				0.390						0.950		
Satd. Flow (perm)	0	7544	1583	1409	5085	0	0	0	0	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217									109
Link Speed (mph)		45			35			30			53	
Link Distance (ft)		410			223			2753			6848	
Travel Time (s)		6.2			4.3			62.6			88.1	
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
Adj. Flow (vph)	0	435	217	109	435	0	0	0	0	109	546	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	435	217	109	435	0	0	0	0	109	546	109
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)		24			24			24			24	
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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		20.0	20.0							20.0	20.0	20.0
Total Split (s)		60.0	60.0							45.0	45.0	45.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	25.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		37.5%	37.5%							28.1%	28.1%	28.1%
Maximum Green (s)		56.0	56.0							41.0	41.0	41.0
Yellow Time (s)		3.5	3.5							3.5	3.5	3.5
All-Red Time (s)		0.5	0.5							0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0							0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0							4.0	4.0	4.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		27.5	27.5	71.9	75.9					76.1	76.1	76.1
Actuated g/C Ratio		0.17	0.17	0.45	0.47					0.48	0.48	0.48
v/c Ratio		0.34	0.48	0.09	0.18					0.07	0.23	0.13
Control Delay		57.7	9.3	0.2	0.6					26.9	27.5	5.8
Queue Delay		0.0	0.0	0.0	0.1					0.0	0.0	0.0
Total Delay		57.7	9.3	0.2	0.6					26.9	27.5	5.8
LOS		E	A	A	A					C	C	A
Approach Delay		41.6			0.5						24.3	
Approach LOS		D			A						C	
Queue Length 50th (ft)		101	0	0	1					31	121	0
Queue Length 95th (ft)		111	67	0	3					63	189	44
Internal Link Dist (ft)		330			143			2673			6768	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		2640	695	1274	3287					1631	2417	809
Starvation Cap Reductn		0	0	0	1608					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.31	0.09	0.26					0.07	0.23	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 34 (21%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 23.5		Intersection LOS: C	
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 430: Dallas Pkwy SB & Fields



Lane Group	Ø4	Ø6
Total Split (%)	16%	19%
Maximum Green (s)	21.0	26.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	Min
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

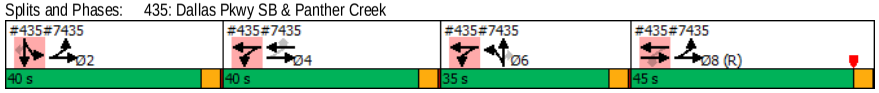
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	703	200	205	610	0	0	0	0	102	500	100
Future Volume (vph)	0	703	200	205	610	0	0	0	0	102	500	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		150	0		0	200		200
Storage Lanes	2		2	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.88	0.97	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	2787	3433	5085	0	0	0	0	1770	5085	1583
Flt Permitted				0.224						0.950		
Satd. Flow (perm)	0	6408	2787	809	5085	0	0	0	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217									109
Link Speed (mph)		44			35			30			54	
Link Distance (ft)		1042			269			5378			2753	
Travel Time (s)		16.1			5.2			122.2			34.8	
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
Adj. Flow (vph)	0	764	217	223	663	0	0	0	0	111	543	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	764	217	223	663	0	0	0	0	111	543	109
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)		24			24			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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		20.0	20.0							20.0	20.0	20.0
Total Split (s)		45.0	45.0							40.0	40.0	40.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	40.0	35.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		28.1%	28.1%							25.0%	25.0%	25.0%
Maximum Green (s)		41.0	41.0							36.0	36.0	36.0
Yellow Time (s)		3.5	3.5							3.5	3.5	3.5
All-Red Time (s)		0.5	0.5							0.5	0.5	0.5
Lost Time Adjust (s)		-1.4	-1.4							-1.5	-1.5	0.0
Total Lost Time (s)		2.6	2.6							2.5	2.5	4.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		C-Max	C-Max							None	None	None
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		42.4	42.4	119.6	122.2					32.7	32.7	31.2
Actuated g/C Ratio		0.26	0.26	0.75	0.76					0.20	0.20	0.20
v/c Ratio		0.45	0.24	0.12	0.17					0.31	0.52	0.28
Control Delay		50.1	5.8	0.1	0.7					51.2	54.4	18.3
Queue Delay		0.0	0.0	0.1	0.2					0.0	0.0	0.0
Total Delay		50.1	5.8	0.3	1.0					51.2	54.4	18.3
LOS		D	A	A	A					D	D	B
Approach Delay		40.3			0.8						48.8	
Approach LOS		D			A						D	
Queue Length 50th (ft)		195	0	0	13					105	194	24
Queue Length 95th (ft)		230	36	0	12					171	239	89
Internal Link Dist (ft)		962			189			5298			2673	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		1698	898	1864	3874					414	1191	440
Starvation Cap Reductn		0	0	924	2288					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.45	0.24	0.24	0.42					0.27	0.46	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 54 (34%), Referenced to phase 8:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 29.4		Intersection LOS: C	
Intersection Capacity Utilization 35.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 435: Dallas Pkwy SB & Panther Creek



Lane Group	Ø4	Ø6
Total Split (%)	25%	22%
Maximum Green (s)	36.0	31.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
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	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

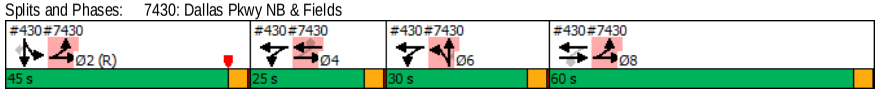
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	400	0	0	300	150	200	305	125	0	0	0
Future Volume (vph)	100	400	0	0	300	150	200	305	125	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Flt Permitted	0.456						0.950					
Satd. Flow (perm)	1648	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						163			136			
Link Speed (mph)		45			45			54			58	
Link Distance (ft)		223			465			1394			7029	
Travel Time (s)		3.4			7.0			17.6			82.6	
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
Adj. Flow (vph)	109	435	0	0	326	163	217	332	136	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	435	0	0	326	163	217	332	136	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					20.0	20.0	20.0	20.0	20.0			
Total Split (s)					25.0	25.0	30.0	30.0	30.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	45.0	60.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					15.6%	15.6%	18.8%	18.8%	18.8%			
Maximum Green (s)					21.0	21.0	26.0	26.0	26.0			
Yellow Time (s)					3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)					0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)					0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)					4.0	4.0	4.0	4.0	4.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Min	Min	Min			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	127.2	131.2			19.6	19.6	20.8	20.8	20.8			
Actuated g/C Ratio	0.80	0.82			0.12	0.12	0.13	0.13	0.13			
v/c Ratio	0.04	0.10			0.35	0.48	0.49	0.50	0.42			
Control Delay	0.0	0.6			65.2	13.4	60.6	59.7	14.0			
Queue Delay	0.0	0.3			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.0	0.9			65.2	13.4	60.6	59.7	14.0			
LOS	A	A			E	B	E	E	B			
Approach Delay		0.7			47.9			50.9				
Approach LOS		A			D			D				
Queue Length 50th (ft)	0	6			77	0	113	124	27			
Queue Length 95th (ft)	0	7			101	73	157	158	70			
Internal Link Dist (ft)		143			385			1314			6949	
Turn Bay Length (ft)						200	200		200			
Base Capacity (vph)	2509	4213			990	349	557	826	371			
Starvation Cap Reductn	0	3075			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.04	0.38			0.33	0.47	0.39	0.40	0.37			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 34 (21%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 34.2		Intersection LOS: C	
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7430: Dallas Pkwy NB & Fields



Lane Group	Ø2	Ø8
Total Split (%)	28%	38%
Maximum Green (s)	41.0	56.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

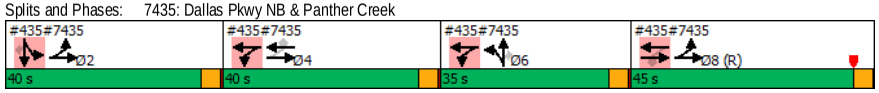
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	705	0	0	715	105	100	150	102	0	0	0
Future Volume (vph)	100	705	0	0	715	105	100	150	102	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		175	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Flt Permitted	0.219						0.950					
Satd. Flow (perm)	791	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						114			111			
Link Speed (mph)		35			45			52			58	
Link Distance (ft)		269			1445			5375			1105	
Travel Time (s)		5.2			21.9			70.5			13.0	
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
Adj. Flow (vph)	109	766	0	0	777	114	109	163	111	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	766	0	0	777	114	109	163	111	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					20.0	20.0	20.0	20.0	20.0			
Total Split (s)					40.0	40.0	35.0	35.0	35.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	40.0	45.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					25.0%	25.0%	21.9%	21.9%	21.9%			
Maximum Green (s)					36.0	36.0	31.0	31.0	31.0			
Yellow Time (s)					3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)					0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)					-1.4	-1.4	-1.4	-1.4	0.0			
Total Lost Time (s)					2.6	2.6	2.6	2.6	4.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Max	Max	Max			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	117.0	119.5			39.2	39.2	35.4	35.4	34.0			
Actuated g/C Ratio	0.73	0.75			0.24	0.24	0.22	0.22	0.21			
v/c Ratio	0.06	0.20			0.42	0.24	0.14	0.21	0.26			
Control Delay	0.1	0.8			49.0	8.2	52.3	53.0	10.3			
Queue Delay	0.0	0.3			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.1	1.0			49.0	8.2	52.3	53.0	10.3			
LOS	A	A			D	A	D	D	B			
Approach Delay		0.9			43.8			40.4				
Approach LOS		A			D			D				
Queue Length 50th (ft)	0	15			174	2	48	75	0			
Queue Length 95th (ft)	0	8			211	39	78	113	56			
Internal Link Dist (ft)		189			1365			5295			1025	
Turn Bay Length (ft)						175	200		200			
Base Capacity (vph)	1948	3807			1860	476	758	782	423			
Starvation Cap Reductn	0	2208			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.06	0.48			0.42	0.24	0.14	0.21	0.26			

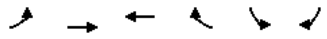
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 54 (34%), Referenced to phase 8:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 25.7		Intersection LOS: C	
Intersection Capacity Utilization 35.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7435: Dallas Pkwy NB & Panther Creek



Lane Group	Ø2	Ø8
Total Split (%)	25%	28%
Maximum Green (s)	36.0	41.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	C-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)		
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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	425	400	50	25	50
Future Volume (vph)	100	425	400	50	25	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		211	643		363	
Travel Time (s)		3.2	9.7		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	462	435	54	27	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	462	435	54	27	54
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	425	400	50	25	50
Future Vol, veh/h	100	425	400	50	25	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	462	435	54	27	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	489	0	-	0	838	218
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	926	-	-	-	498	*841
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	926	-	-	-	439	*841
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	589	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	926	-	-	-	487	841
HCM Lane V/C Ratio	0.117	-	-	-	0.056	0.065
HCM Control Delay (s)	9.4	-	-	-	12.8	9.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2	0.2

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	350	350	105	102	100
Future Volume (vph)	100	350	350	105	102	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.500				0.950	
Satd. Flow (perm)	931	5085	5085	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				114		109
Link Speed (mph)		45	45		45	
Link Distance (ft)		643	546		733	
Travel Time (s)		9.7	8.3		11.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	380	380	114	111	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	380	380	114	111	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	pm+pt	Perm
Protected Phases	3	8	4		5	
Permitted Phases	8			4	2	2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	3	8	4	4	5	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	20.0	20.0	20.0	10.0	20.0
Total Split (s)	10.0	97.0	104.0	104.0	23.0	29.0
Total Split (%)	7.0%	67.8%	72.7%	72.7%	16.1%	20.3%
Maximum Green (s)	6.0	93.0	100.0	100.0	19.0	25.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	Min
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)	120.7	120.7	109.7	109.7	14.3	14.3
Actuated g/C Ratio	0.84	0.84	0.77	0.77	0.10	0.10
v/c Ratio	0.13	0.09	0.10	0.09	0.63	0.43
Control Delay	2.5	2.1	4.6	1.1	76.8	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.5	2.1	4.6	1.1	76.8	14.9
LOS	A	A	A	A	E	B
Approach Delay		2.2	3.8		46.1	
Approach LOS		A	A		D	
Queue Length 50th (ft)	13	17	28	0	101	0
Queue Length 95th (ft)	30	29	46	17	161	57
Internal Link Dist (ft)		563	466		653	
Turn Bay Length (ft)	200			200		
Base Capacity (vph)	827	4292	3899	1240	309	366
Starvation Cap Reductn	0	0	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	0.13	0.09	0.10	0.09	0.36	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 143			
Actuated Cycle Length: 143			
Offset: 68 (48%), Referenced to phase 4:WBT and 8:EBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 28.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9002: Fields/Frisco & Frisco Street



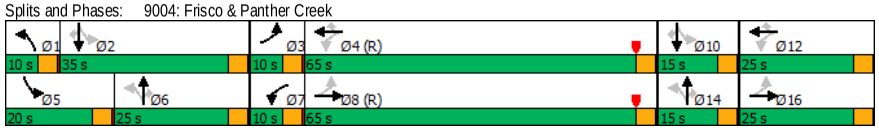
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	620	100	100	607	100	100	250	100	100	250	102
Future Volume (vph)	105	620	100	100	607	100	100	250	100	100	250	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		200	200		200	200		200
Storage Lanes	1		0	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt		0.979				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4979	0	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.369			0.326			0.441			0.436		
Satd. Flow (perm)	687	4979	0	1178	5085	1583	1594	5085	1583	1576	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				116			116			111
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		873			2240			2777			1154	
Travel Time (s)		13.2			33.9			42.1			17.5	
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
Adj. Flow (vph)	114	674	109	109	660	109	109	272	109	109	272	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	783	0	109	660	109	109	272	109	109	272	111
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)		24			24			24			24	
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	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8 16		7	4 12		1	6 14		5	2 10	
Permitted Phases	8 16			4 12		4 12	6 14		6 14	2 10		2 10

Lane Group	Ø2	Ø4	Ø6	Ø8	Ø10	Ø12	Ø14	Ø16
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Ideal Flow (vphpl)								
Storage Length (ft)								
Storage Lanes								
Taper Length (ft)								
Lane Util. 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)								
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)								
Detector 2 Position(ft)								
Detector 2 Size(ft)								
Detector 2 Type								
Detector 2 Channel								
Detector 2 Extend (s)								
Turn Type								
Protected Phases	2	4	6	8	10	12	14	16
Permitted Phases								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8 16		7	4 12	4 12	1	6 14	6 14	5	2 10	2 10
Switch Phase												
Minimum Initial (s)	4.0			4.0			4.0			4.0		
Minimum Split (s)	10.0			10.0			10.0			10.0		
Total Split (s)	10.0			10.0			10.0			20.0		
Total Split (%)	6.3%			6.3%			6.3%			12.5%		
Maximum Green (s)	6.0			6.0			6.0			16.0		
Yellow Time (s)	3.5			3.5			3.5			3.5		
All-Red Time (s)	0.5			0.5			0.5			0.5		
Lost Time Adjust (s)	0.0			0.0			0.0			0.0		
Total Lost Time (s)	4.0			4.0			4.0			4.0		
Lead/Lag	Lead			Lead			Lead			Lead		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Vehicle Extension (s)	3.0			3.0			3.0			3.0		
Recall Mode	None			None			None			None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	112.8	105.6		111.0	104.7	104.7	23.9	17.9	17.9	24.3	18.0	18.0
Actuated g/C Ratio	0.70	0.66		0.69	0.65	0.65	0.15	0.11	0.11	0.15	0.11	0.11
v/c Ratio	0.21	0.24		0.12	0.20	0.10	0.35	0.48	0.39	0.35	0.48	0.40
Control Delay	2.6	1.6		3.8	6.3	1.0	47.8	47.7	9.8	47.9	47.6	11.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.6	1.6		3.8	6.3	1.0	47.8	47.7	9.8	47.9	47.6	11.1
LOS	A	A		A	A	A	D	D	A	D	D	B
Approach Delay		1.8			5.4			39.3			39.4	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	3	8		7	58	0	43	78	0	43	78	0
Queue Length 95th (ft)	27	9		13	78	13	66	101	41	66	101	47
Internal Link Dist (ft)		793			2160			2697			1074	
Turn Bay Length (ft)	200			200		200	200		200	200		200
Base Capacity (vph)	533	3615		907	3655	1170	310	1017	409	462	1334	497
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.22		0.12	0.18	0.09	0.35	0.27	0.27	0.24	0.20	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 148 (93%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 16.3		Intersection LOS: B	
Intersection Capacity Utilization 39.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9004: Frisco & Panther Creek



Lane Group	Ø2	Ø4	Ø6	Ø8	Ø10	Ø12	Ø14	Ø16
Detector Phase								
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	35.0	65.0	25.0	65.0	15.0	25.0	15.0	25.0
Total Split (%)	22%	41%	16%	41%	9%	16%	9%	16%
Maximum Green (s)	31.0	61.0	21.0	61.0	11.0	21.0	11.0	21.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lag	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	C-Max	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	800	20	8	800	20	25
Future Volume (vph)	800	20	8	800	20	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850			0.926	
Flt Protected			0.950		0.978	
Satd. Flow (prot)	5085	1583	1770	5085	1687	0
Flt Permitted			0.950		0.978	
Satd. Flow (perm)	5085	1583	1770	5085	1687	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	1445			873	306	
Travel Time (s)	21.9			13.2	7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	870	22	9	870	22	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	870	22	9	870	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	800	20	8	800	20	25
Future Vol, veh/h	800	20	8	800	20	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	200	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	870	22	9	870	22	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	892	0	1236	435
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	924	-	*568	*735
Stage 1	-	-	-	-	*755	-
Stage 2	-	-	-	-	*755	-
Platoon blocked, %	-	-	1	-	1	1
Mov Cap-1 Maneuver	-	-	924	-	*563	*735
Mov Cap-2 Maneuver	-	-	-	-	*600	-
Stage 1	-	-	-	-	*755	-
Stage 2	-	-	-	-	*747	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	668	-	-	924	-
HCM Lane V/C Ratio	0.073	-	-	0.009	-
HCM Control Delay (s)	10.8	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

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

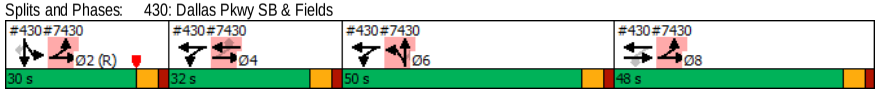
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	450	300	100	350	0	0	0	0	100	306	100
Future Volume (vph)	0	450	300	100	350	0	0	0	0	100	306	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	0		0	200		200
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	5085	1583
Flt Permitted				0.389						0.950		
Satd. Flow (perm)	0	7544	1583	1406	5085	0	0	0	0	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			326									109
Link Speed (mph)		45			35			30			54	
Link Distance (ft)		410			223			2753			6848	
Travel Time (s)		6.2			4.3			62.6			86.5	
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
Adj. Flow (vph)	0	489	326	109	380	0	0	0	0	109	333	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	489	326	109	380	0	0	0	0	109	333	109
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)		24			24			24			24	
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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		22.0	22.0							22.0	22.0	22.0
Total Split (s)		48.0	48.0							30.0	30.0	30.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	32.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		30.0%	30.0%							18.8%	18.8%	18.8%
Maximum Green (s)		42.0	42.0							24.0	24.0	24.0
Yellow Time (s)		4.0	4.0							4.0	4.0	4.0
All-Red Time (s)		2.0	2.0							2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0							0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0							6.0	6.0	6.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		30.5	30.5	90.7	96.7					51.3	51.3	51.3
Actuated g/C Ratio		0.19	0.19	0.57	0.60					0.32	0.32	0.32
v/c Ratio		0.34	0.58	0.07	0.12					0.10	0.20	0.19
Control Delay		55.6	8.8	0.1	0.4					45.4	44.7	10.0
Queue Delay		0.0	0.0	0.0	0.3					0.0	0.0	0.0
Total Delay		55.6	8.8	0.1	0.7					45.4	44.7	10.0
LOS		E	A	A	A					D	D	B
Approach Delay		36.9			0.6						38.0	
Approach LOS		D			A						D	
Queue Length 50th (ft)		111	0	0	0					40	92	0
Queue Length 95th (ft)		124	81	1	2					84	154	58
Internal Link Dist (ft)		330			143			2673			6768	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		1980	655	1708	3396					1101	1631	581
Starvation Cap Reductn		0	0	0	2417					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.25	0.50	0.06	0.39					0.10	0.20	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 27 (17%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 27.7		Intersection LOS: C	
Intersection Capacity Utilization 42.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 430: Dallas Pkwy SB & Fields



Lane Group	Ø4	Ø6
Total Split (%)	20%	31%
Maximum Green (s)	26.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	Min
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

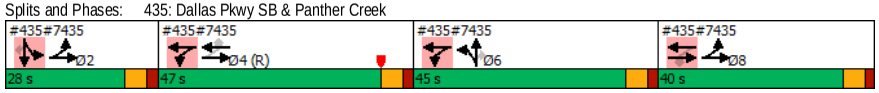
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	611	200	203	707	0	0	0	0	106	300	100
Future Volume (vph)	0	611	200	203	707	0	0	0	0	106	300	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		150	0		0	200		200
Storage Lanes	2		2	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.88	0.97	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	2787	3433	5085	0	0	0	0	1770	5085	1583
Flt Permitted				0.262						0.950		
Satd. Flow (perm)	0	6408	2787	947	5085	0	0	0	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217									109
Link Speed (mph)		44			38			30			53	
Link Distance (ft)		1042			269			5378			2753	
Travel Time (s)		16.1			4.8			122.2			35.4	
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
Adj. Flow (vph)	0	664	217	221	768	0	0	0	0	115	326	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	664	217	221	768	0	0	0	0	115	326	109
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)		24			24			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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		22.0	22.0							22.0	22.0	22.0
Total Split (s)		40.0	40.0							28.0	28.0	28.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	47.0	45.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		25.0%	25.0%							17.5%	17.5%	17.5%
Maximum Green (s)		34.0	34.0							22.0	22.0	22.0
Yellow Time (s)		4.0	4.0							4.0	4.0	4.0
All-Red Time (s)		2.0	2.0							2.0	2.0	2.0
Lost Time Adjust (s)		-1.4	-1.4							-1.5	-1.5	0.0
Total Lost Time (s)		4.6	4.6							4.5	4.5	6.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							None	None	None
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		34.9	34.9	124.8	129.4					21.5	21.5	20.0
Actuated g/C Ratio		0.22	0.22	0.78	0.81					0.13	0.13	0.12
v/c Ratio		0.47	0.28	0.10	0.19					0.49	0.48	0.37
Control Delay		55.8	6.7	0.1	0.8					64.0	59.7	19.7
Queue Delay		0.0	0.0	0.1	0.2					0.0	0.0	0.0
Total Delay		55.8	6.7	0.3	1.0					64.0	59.7	19.7
LOS		E	A	A	A					E	E	B
Approach Delay		43.7			0.8						52.7	
Approach LOS		D			A						D	
Queue Length 50th (ft)		177	0	1	17					115	119	12
Queue Length 95th (ft)		212	39	1	14					188	158	84
Internal Link Dist (ft)		962			189			5298			2673	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		1417	785	2135	4127					259	746	311
Starvation Cap Reductn		0	0	1196	2340					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.47	0.28	0.24	0.43					0.44	0.44	0.35

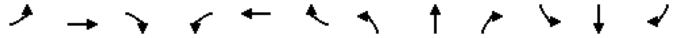
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 152 (95%), Referenced to phase 4:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 28.2		Intersection LOS: C	
Intersection Capacity Utilization 33.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 435: Dallas Pkwy SB & Panther Creek



Lane Group	Ø4	Ø6
Total Split (%)	29%	28%
Maximum Green (s)	41.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-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)		
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



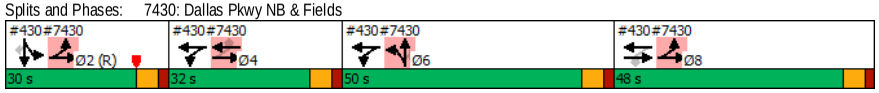
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	350	0	0	350	150	100	603	100	0	0	0
Future Volume (vph)	200	350	0	0	350	150	100	603	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Flt Permitted	0.455						0.950					
Satd. Flow (perm)	1644	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						163			109			
Link Speed (mph)		45			45			53			58	
Link Distance (ft)		223			465			1394			7029	
Travel Time (s)		3.4			7.0			17.9			82.6	
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
Adj. Flow (vph)	217	380	0	0	380	163	109	655	109	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	380	0	0	380	163	109	655	109	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					22.0	22.0	22.0	22.0	22.0			
Total Split (s)					32.0	32.0	50.0	50.0	50.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	30.0	48.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					20.0%	20.0%	31.3%	31.3%	31.3%			
Maximum Green (s)					26.0	26.0	44.0	44.0	44.0			
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)					0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)					6.0	6.0	6.0	6.0	6.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Min	Min	Min			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	108.7	114.7			20.9	20.9	33.3	33.3	33.3			
Actuated g/C Ratio	0.68	0.72			0.13	0.13	0.21	0.21	0.21			
v/c Ratio	0.10	0.10			0.39	0.47	0.15	0.62	0.26			
Control Delay	0.1	0.1			60.4	11.6	42.4	51.9	6.3			
Queue Delay	0.2	0.2			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.3	0.2			60.4	11.6	42.4	51.9	6.3			
LOS	A	A			E	B	D	D	A			
Approach Delay		0.3			45.8			45.0				
Approach LOS		A			D			D				
Queue Length 50th (ft)	0	0			78	0	51	239	14			
Queue Length 95th (ft)	0	0			88	20	71	250	51			
Internal Link Dist (ft)		143			385			1314			6949	
Turn Bay Length (ft)						200	200		200			
Base Capacity (vph)	2093	3799			1225	393	944	1398	514			
Starvation Cap Reductn	1205	2582			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.24	0.31			0.31	0.41	0.12	0.47	0.21			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 27 (17%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 31.9		Intersection LOS: C	
Intersection Capacity Utilization 42.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7430: Dallas Pkwy NB & Fields



Lane Group	Ø2	Ø8
Total Split (%)	19%	30%
Maximum Green (s)	24.0	42.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

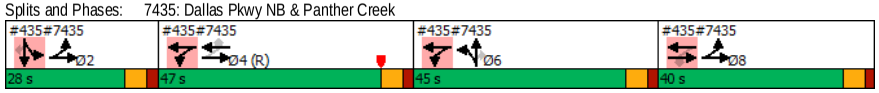
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	617	0	0	710	103	200	250	206	0	0	0
Future Volume (vph)	100	617	0	0	710	103	200	250	206	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		175	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Flt Permitted	0.252						0.950					
Satd. Flow (perm)	911	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						112			224			
Link Speed (mph)		38			45			52			58	
Link Distance (ft)		269			1445			5375			1105	
Travel Time (s)		4.8			21.9			70.5			13.0	
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
Adj. Flow (vph)	109	671	0	0	772	112	217	272	224	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	671	0	0	772	112	217	272	224	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					22.0	22.0	22.0	22.0	22.0			
Total Split (s)					47.0	47.0	45.0	45.0	45.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	28.0	40.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					29.4%	29.4%	28.1%	28.1%	28.1%			
Maximum Green (s)					41.0	41.0	39.0	39.0	39.0			
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)					-1.4	-1.4	-1.4	-1.4	0.0			
Total Lost Time (s)					4.6	4.6	4.6	4.6	6.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					C-Max	C-Max	Max	Max	Max			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	106.0	110.5			44.9	44.9	40.4	40.4	39.0			
Actuated g/C Ratio	0.66	0.69			0.28	0.28	0.25	0.25	0.24			
v/c Ratio	0.07	0.19			0.36	0.21	0.25	0.30	0.40			
Control Delay	0.1	0.6			46.2	7.9	48.7	49.6	7.7			
Queue Delay	0.0	0.3			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.1	0.9			46.2	7.9	48.7	49.6	7.7			
LOS	A	A			D	A	D	D	A			
Approach Delay		0.8			41.4			36.1				
Approach LOS		A			D			D				
Queue Length 50th (ft)	0	10			174	3	94	122	0			
Queue Length 95th (ft)	0	4			181	42	132	166	71			
Internal Link Dist (ft)		189			1365			5295			1025	
Turn Bay Length (ft)						175	200		200			
Base Capacity (vph)	1596	3488			2116	524	866	893	555			
Starvation Cap Reductn	0	2049			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.07	0.47			0.36	0.21	0.25	0.30	0.40			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 152 (95%), Referenced to phase 4:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 33.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7435: Dallas Pkwy NB & Panther Creek



Lane Group	Ø2	Ø8
Total Split (%)	18%	25%
Maximum Green (s)	22.0	34.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	400	400	25	25	100
Future Volume (vph)	50	400	400	25	25	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		211	643		363	
Travel Time (s)		3.2	9.7		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	435	435	27	27	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	435	435	27	27	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	400	400	25	25	100
Future Vol, veh/h	50	400	400	25	25	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	435	435	27	27	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	462	0	-	0	717	218
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	991	-	-	-	597	*833
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	991	-	-	-	564	*833
Mov Cap-2 Maneuver	-	-	-	-	584	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	991	-	-	-	584	833
HCM Lane V/C Ratio	0.055	-	-	-	0.047	0.13
HCM Control Delay (s)	8.8	-	-	-	11.5	10
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.4

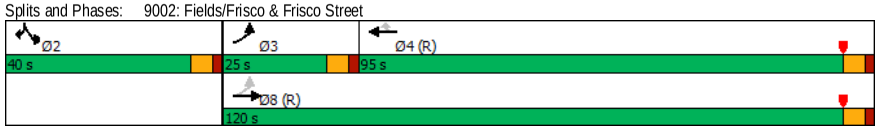
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	325	325	128	131	100
Future Volume (vph)	100	325	325	128	131	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.506				0.950	
Satd. Flow (perm)	943	5085	5085	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				139		109
Link Speed (mph)		45	45		45	
Link Distance (ft)		643	546		733	
Travel Time (s)		9.7	8.3		11.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	353	353	139	142	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	353	353	139	142	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	Prot	Prot
Protected Phases	3	8	4		2	2
Permitted Phases	8			4		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	3	8	4	4	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	25.0	120.0	95.0	95.0	40.0	40.0
Total Split (%)	15.6%	75.0%	59.4%	59.4%	25.0%	25.0%
Maximum Green (s)	19.0	114.0	89.0	89.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	129.8	129.8	116.2	116.2	18.2	18.2
Actuated g/C Ratio	0.81	0.81	0.73	0.73	0.11	0.11
v/c Ratio	0.14	0.09	0.10	0.12	0.71	0.39
Control Delay	2.6	1.7	4.2	1.0	86.5	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.6	1.7	4.2	1.0	86.5	14.1
LOS	A	A	A	A	F	B
Approach Delay		1.9	3.3		55.0	
Approach LOS		A	A		E	
Queue Length 50th (ft)	4	5	29	6	146	0
Queue Length 95th (ft)	20	18	42	13	216	58
Internal Link Dist (ft)		563	466		653	
Turn Bay Length (ft)	200			200		
Base Capacity (vph)	863	4125	3694	1187	376	422
Starvation Cap Reductn	0	0	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	0.13	0.09	0.10	0.12	0.38	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 84 (53%), Referenced to phase 4:WBT and 8:EBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 34.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9002: Fields/Frisco & Frisco Street



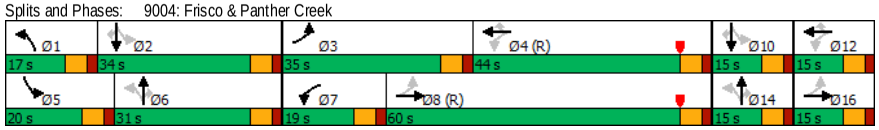
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	613	100	100	623	100	100	250	100	100	250	106
Future Volume (vph)	103	613	100	100	623	100	100	250	100	100	250	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		200	200		200	200		200
Storage Lanes	1		0	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt		0.979				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4979	0	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.359			0.328			0.496			0.490		
Satd. Flow (perm)	669	4979	0	1185	5085	1583	1792	5085	1583	1771	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				184			184			184
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		873			2240			2777			1154	
Travel Time (s)		13.2			33.9			42.1			17.5	
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
Adj. Flow (vph)	112	666	109	109	677	109	109	272	109	109	272	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	775	0	109	677	109	109	272	109	109	272	115
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)		24			24			24			24	
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)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8 16		7	4 12		1	6 14		5	2 10	
Permitted Phases	8 16			4 12		4 12	6 14		6 14	2 10		2 10

Lane Group	Ø2	Ø4	Ø6	Ø8	Ø10	Ø12	Ø14	Ø16
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Ideal Flow (vphpl)								
Storage Length (ft)								
Storage Lanes								
Taper Length (ft)								
Lane Util. 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)								
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)								
Detector 2 Position(ft)								
Detector 2 Size(ft)								
Detector 2 Type								
Detector 2 Channel								
Detector 2 Extend (s)								
Turn Type								
Protected Phases	2	4	6	8	10	12	14	16
Permitted Phases								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8 16		7	4 12	4 12	1	6 14	6 14	5	2 10	2 10
Switch Phase												
Minimum Initial (s)	4.0			4.0			4.0			4.0		
Minimum Split (s)	10.0			10.0			10.0			10.0		
Total Split (s)	35.0			19.0			17.0			20.0		
Total Split (%)	21.9%			11.9%			10.6%			12.5%		
Maximum Green (s)	29.0			13.0			11.0			14.0		
Yellow Time (s)	4.0			4.0			4.0			4.0		
All-Red Time (s)	2.0			2.0			2.0			2.0		
Lost Time Adjust (s)	0.0			0.0			0.0			0.0		
Total Lost Time (s)	6.0			6.0			6.0			6.0		
Lead/Lag	Lead			Lead			Lead			Lead		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Vehicle Extension (s)	3.0			3.0			3.0			3.0		
Recall Mode	None			None			None			None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	102.5	94.7		100.0	93.5	93.5	22.6	16.4	16.4	22.9	16.5	16.5
Actuated g/C Ratio	0.64	0.59		0.62	0.58	0.58	0.14	0.10	0.10	0.14	0.10	0.10
v/c Ratio	0.23	0.26		0.13	0.23	0.11	0.34	0.52	0.33	0.34	0.52	0.35
Control Delay	3.5	2.8		5.4	9.4	0.2	46.0	47.5	2.7	33.3	33.6	8.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.5	2.8		5.4	9.4	0.2	46.0	47.5	2.7	33.3	33.6	8.7
LOS	A	A		A	A	A	D	D	A	C	C	A
Approach Delay		2.8			7.8			37.2			27.7	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	5	18		10	77	0	42	76	0	51	92	20
Queue Length 95th (ft)	20	42		18	105	0	65	100	0	46	71	25
Internal Link Dist (ft)		793			2160			2697			1074	
Turn Bay Length (ft)	200			200		200	200		200	200		200
Base Capacity (vph)	648	2957		970	2970	1001	419	1080	481	463	1175	507
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.26		0.11	0.23	0.11	0.26	0.25	0.23	0.24	0.23	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 158 (99%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9004: Frisco & Panther Creek



Lane Group	Ø2	Ø4	Ø6	Ø8	Ø10	Ø12	Ø14	Ø16
Detector Phase								
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	10.0	10.0	10.0	10.0
Total Split (s)	34.0	44.0	31.0	60.0	15.0	15.0	15.0	15.0
Total Split (%)	21%	28%	19%	38%	9%	9%	9%	9%
Maximum Green (s)	28.0	38.0	25.0	54.0	9.0	9.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lag	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	C-Max	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0				
Flash Dont Walk (s)	11.0	11.0	11.0	11.0				
Pedestrian Calls (#/hr)	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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	800	13	28	800	13	17
Future Volume (vph)	800	13	28	800	13	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850			0.924	
Flt Protected			0.950		0.979	
Satd. Flow (prot)	5085	1583	1770	5085	1685	0
Flt Permitted			0.950		0.979	
Satd. Flow (perm)	5085	1583	1770	5085	1685	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	1445			873	306	
Travel Time (s)	21.9			13.2	7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	870	14	30	870	14	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	870	14	30	870	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	800	13	28	800	13	17
Future Vol, veh/h	800	13	28	800	13	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	200	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	870	14	30	870	14	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	884	0	1278	435
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	408	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	*925	-	*541	*735
Stage 1	-	-	-	-	*755	-
Stage 2	-	-	-	-	*755	-
Platoon blocked, %	-	-	1	-	1	1
Mov Cap-1 Maneuver	-	-	*925	-	*524	*735
Mov Cap-2 Maneuver	-	-	-	-	*578	-
Stage 1	-	-	-	-	*755	-
Stage 2	-	-	-	-	*731	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	658	-	-	* 925	-
HCM Lane V/C Ratio	0.05	-	-	0.033	-
HCM Control Delay (s)	10.8	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

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

Synchro™ Output – Peak Day Background Plus Site Traffic

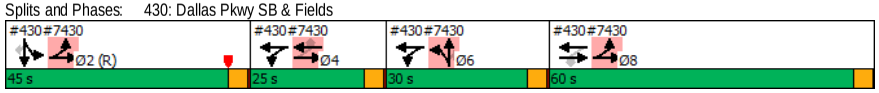
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	466	200	121	403	0	0	0	0	340	554	100
Future Volume (vph)	0	466	200	121	403	0	0	0	0	340	554	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	0		0	200		200
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	5085	1583
Flt Permitted				0.370						0.950		
Satd. Flow (perm)	0	7544	1583	1337	5085	0	0	0	0	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217									109
Link Speed (mph)		45			35			30			53	
Link Distance (ft)		410			223			2753			6848	
Travel Time (s)		6.2			4.3			62.6			88.1	
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
Adj. Flow (vph)	0	507	217	132	438	0	0	0	0	370	602	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	507	217	132	438	0	0	0	0	370	602	109
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)		24			24			24			24	
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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		20.0	20.0							20.0	20.0	20.0
Total Split (s)		60.0	60.0							45.0	45.0	45.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	25.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		37.5%	37.5%							28.1%	28.1%	28.1%
Maximum Green (s)		56.0	56.0							41.0	41.0	41.0
Yellow Time (s)		3.5	3.5							3.5	3.5	3.5
All-Red Time (s)		0.5	0.5							0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0							0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0							4.0	4.0	4.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		38.2	38.2	89.2	93.2					58.8	58.8	58.8
Actuated g/C Ratio		0.24	0.24	0.56	0.58					0.37	0.37	0.37
v/c Ratio		0.28	0.40	0.09	0.15					0.29	0.32	0.17
Control Delay		48.7	6.6	0.1	0.4					39.3	39.1	7.7
Queue Delay		0.0	0.0	0.2	0.1					0.0	0.0	0.0
Total Delay		48.7	6.6	0.3	0.6					39.3	39.1	7.7
LOS		D	A	A	A					D	D	A
Approach Delay		36.1			0.5						36.0	
Approach LOS		D			A						D	
Queue Length 50th (ft)		109	0	0	1					139	162	0
Queue Length 95th (ft)		112	59	1	2					219	238	51
Internal Link Dist (ft)		330			143			2673			6768	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		2640	695	1409	3521					1260	1867	650
Starvation Cap Reductn		0	0	797	2079					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.19	0.31	0.22	0.30					0.29	0.32	0.17

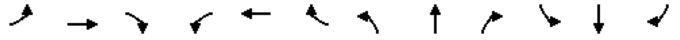
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 34 (21%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.57			
Intersection Signal Delay: 27.5		Intersection LOS: C	
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 430: Dallas Pkwy SB & Fields



Lane Group	Ø4	Ø6
Total Split (%)	16%	19%
Maximum Green (s)	21.0	26.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	Min
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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



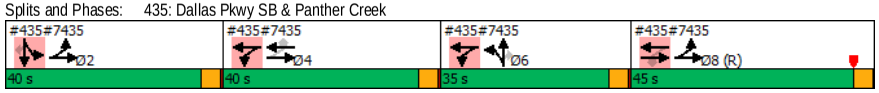
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	776	200	233	613	0	0	0	0	154	503	103
Future Volume (vph)	0	776	200	233	613	0	0	0	0	154	503	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		150	0		0	200		200
Storage Lanes	2		2	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.88	0.97	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	2787	3433	5085	0	0	0	0	1770	5085	1583
Flt Permitted				0.192						0.950		
Satd. Flow (perm)	0	6408	2787	694	5085	0	0	0	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217									112
Link Speed (mph)		44			35			30			54	
Link Distance (ft)		1042			269			5378			2753	
Travel Time (s)		16.1			5.2			122.2			34.8	
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
Adj. Flow (vph)	0	843	217	253	666	0	0	0	0	167	547	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	843	217	253	666	0	0	0	0	167	547	112
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)		24			24			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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		20.0	20.0							20.0	20.0	20.0
Total Split (s)		45.0	45.0							40.0	40.0	40.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	40.0	35.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		28.1%	28.1%							25.0%	25.0%	25.0%
Maximum Green (s)		41.0	41.0							36.0	36.0	36.0
Yellow Time (s)		3.5	3.5							3.5	3.5	3.5
All-Red Time (s)		0.5	0.5							0.5	0.5	0.5
Lost Time Adjust (s)		-1.4	-1.4							-1.5	-1.5	0.0
Total Lost Time (s)		2.6	2.6							2.5	2.5	4.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		C-Max	C-Max							None	None	None
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		42.4	42.4	118.0	120.6					34.3	34.3	32.8
Actuated g/C Ratio		0.26	0.26	0.74	0.75					0.21	0.21	0.20
v/c Ratio		0.50	0.24	0.14	0.17					0.44	0.50	0.27
Control Delay		51.0	5.8	0.2	0.6					46.6	45.9	15.3
Queue Delay		0.0	0.0	0.2	0.2					0.0	0.0	0.0
Total Delay		51.0	5.8	0.3	0.8					46.6	45.9	15.3
LOS		D	A	A	A					D	D	B
Approach Delay		41.7			0.6						41.9	
Approach LOS		D			A						D	
Queue Length 50th (ft)		218	0	0	9					159	193	39
Queue Length 95th (ft)		255	36	0	6					239	237	100
Internal Link Dist (ft)		962			189			5298			2673	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		1698	898	1806	3833					414	1191	442
Starvation Cap Reductn		0	0	841	2237					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.50	0.24	0.26	0.42					0.40	0.46	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 54 (34%), Referenced to phase 8:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 28.3		Intersection LOS: C	
Intersection Capacity Utilization 37.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 435: Dallas Pkwy SB & Panther Creek



Lane Group	Ø4	Ø6
Total Split (%)	25%	22%
Maximum Green (s)	36.0	31.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
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	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

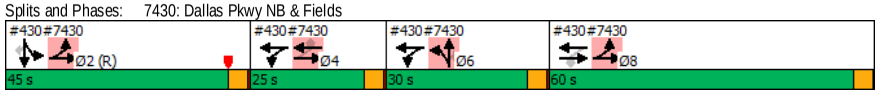
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	706	0	0	324	156	200	322	752	0	0	0
Future Volume (vph)	100	706	0	0	324	156	200	322	752	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Flt Permitted	0.433						0.950					
Satd. Flow (perm)	1565	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						170			308			
Link Speed (mph)		45			45			54			58	
Link Distance (ft)		223			465			1394			7029	
Travel Time (s)		3.4			7.0			17.6			82.6	
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
Adj. Flow (vph)	109	767	0	0	352	170	217	350	817	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	767	0	0	352	170	217	350	817	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					20.0	20.0	20.0	20.0	20.0			
Total Split (s)					25.0	25.0	30.0	30.0	30.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	45.0	60.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					15.6%	15.6%	18.8%	18.8%	18.8%			
Maximum Green (s)					21.0	21.0	26.0	26.0	26.0			
Yellow Time (s)					3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)					0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)					0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)					4.0	4.0	4.0	4.0	4.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Min	Min	Min			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	121.4	125.4			20.4	20.4	26.6	26.6	26.6			
Actuated g/C Ratio	0.76	0.78			0.13	0.13	0.17	0.17	0.17			
v/c Ratio	0.05	0.19			0.37	0.49	0.38	0.41	1.57			
Control Delay	0.1	0.7			54.5	13.3	57.3	57.1	289.6			
Queue Delay	0.0	0.2			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.1	1.0			54.5	13.3	57.3	57.1	289.6			
LOS	A	A			D	B	E	E	F			
Approach Delay		0.8			41.1			194.4				
Approach LOS		A			D			F				
Queue Length 50th (ft)	0	16			67	1	108	126	~939			
Queue Length 95th (ft)	1	10			92	3	153	163	#1203			
Internal Link Dist (ft)		143			385			1314			6949	
Turn Bay Length (ft)						200	200		200			
Base Capacity (vph)	2366	4004			990	355	570	845	520			
Starvation Cap Reductn	0	2313			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.05	0.45			0.36	0.48	0.38	0.41	1.57			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 34 (21%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.57			
Intersection Signal Delay: 104.7		Intersection LOS: F	
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
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.			

Splits and Phases: 7430: Dallas Pkwy NB & Fields



Lane Group	Ø2	Ø8
Total Split (%)	28%	38%
Maximum Green (s)	41.0	56.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

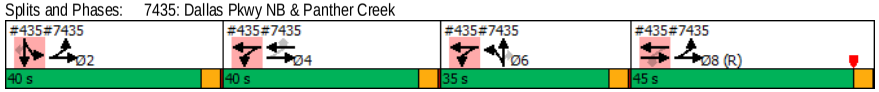
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	776	0	0	746	116	100	204	259	0	0	0
Future Volume (vph)	154	776	0	0	746	116	100	204	259	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		175	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Flt Permitted	0.204						0.950					
Satd. Flow (perm)	737	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						126			260			
Link Speed (mph)		35			45			52			58	
Link Distance (ft)		269			622			5375			774	
Travel Time (s)		5.2			9.4			70.5			9.1	
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
Adj. Flow (vph)	167	843	0	0	811	126	109	222	282	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	843	0	0	811	126	109	222	282	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					20.0	20.0	20.0	20.0	20.0			
Total Split (s)					40.0	40.0	35.0	35.0	35.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	40.0	45.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					25.0%	25.0%	21.9%	21.9%	21.9%			
Maximum Green (s)					36.0	36.0	31.0	31.0	31.0			
Yellow Time (s)					3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)					0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)					-1.4	-1.4	-1.4	-1.4	0.0			
Total Lost Time (s)					2.6	2.6	2.6	2.6	4.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Max	Max	Max			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	118.3	120.8			38.9	38.9	34.1	34.1	32.7			
Actuated g/C Ratio	0.74	0.76			0.24	0.24	0.21	0.21	0.20			
v/c Ratio	0.09	0.22			0.44	0.26	0.15	0.29	0.53			
Control Delay	0.1	0.5			49.7	8.1	52.7	54.7	12.1			
Queue Delay	0.0	0.3			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.1	0.7			49.7	8.1	52.7	54.7	12.1			
LOS	A	A			D	A	D	D	B			
Approach Delay		0.6			44.1			34.8				
Approach LOS		A			D			C				
Queue Length 50th (ft)	0	8			189	6	48	105	19			
Queue Length 95th (ft)	0	0			169	45	78	147	111			
Internal Link Dist (ft)		189			542			5295			694	
Turn Bay Length (ft)						175	200		200			
Base Capacity (vph)	1939	3838			1833	479	732	754	530			
Starvation Cap Reductn	0	2117			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.09	0.49			0.44	0.26	0.15	0.29	0.53			

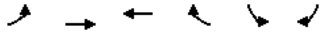
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 54 (34%), Referenced to phase 8:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 24.7		Intersection LOS: C	
Intersection Capacity Utilization 37.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7435: Dallas Pkwy NB & Panther Creek



Lane Group	Ø2	Ø8
Total Split (%)	25%	28%
Maximum Green (s)	36.0	41.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	C-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)		
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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	1358	430	50	25	50
Future Volume (vph)	100	1358	430	50	25	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		211	643		363	
Travel Time (s)		3.2	9.7		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	1476	467	54	27	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1476	467	54	27	54
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	1358	430	50	25	50
Future Vol, veh/h	100	1358	430	50	25	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	1476	467	54	27	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	521	0	-	0	1275	234
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	924	-	-	-	299	*833
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	362	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	924	-	-	-	264	*833
Mov Cap-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	362	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	924	-	-	-	314	833
HCM Lane V/C Ratio	0.118	-	-	-	0.087	0.065
HCM Control Delay (s)	9.4	-	-	-	17.5	9.6
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.3	0.2

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

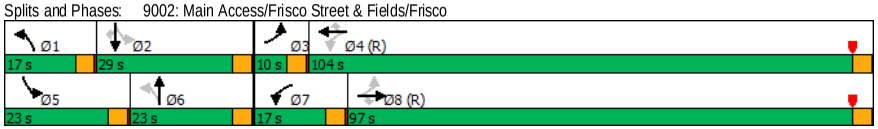
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	415	868	163	350	108	30	3	9	121	54	100
Future Volume (vph)	100	415	868	163	350	108	30	3	9	121	54	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		500	200		200	0		0	0		0
Storage Lanes	1		1	2		1	2		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.885				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1649	0	1770	1863	1583
Flt Permitted	0.516			0.481			0.719			0.477		
Satd. Flow (perm)	961	5085	1583	1738	5085	1583	2598	1649	0	889	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			786			117		10				109
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		643			546			398			733	
Travel Time (s)		9.7			8.3			6.0			11.1	
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
Adj. Flow (vph)	109	451	943	177	380	117	33	3	10	132	59	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	451	943	177	380	117	33	13	0	132	59	109
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)		24			24			24			24	
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	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4	6			2		2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	10.0	97.0	97.0	17.0	104.0	104.0	17.0	23.0		23.0	29.0	29.0
Total Split (%)	6.3%	60.6%	60.6%	10.6%	65.0%	65.0%	10.6%	14.4%		14.4%	18.1%	18.1%
Maximum Green (s)	6.0	93.0	93.0	13.0	100.0	100.0	13.0	19.0		19.0	25.0	25.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min		None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	122.3	114.4	114.4	121.4	114.0	114.0	13.0	6.2		26.2	17.3	17.3
Actuated g/C Ratio	0.76	0.72	0.72	0.76	0.71	0.71	0.08	0.04		0.16	0.11	0.11
v/c Ratio	0.14	0.12	0.70	0.13	0.10	0.10	0.13	0.18		0.57	0.29	0.41
Control Delay	3.7	7.1	9.7	3.3	6.0	1.1	56.4	45.1		69.5	70.0	15.1
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	3.7	7.1	9.8	3.3	6.0	1.1	56.4	45.1		69.5	70.0	15.1
LOS	A	A	A	A	A	A	E	D		E	E	B
Approach Delay		8.5			4.4			53.2			49.8	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	22	53	482	14	35	1	15	3		126	59	0
Queue Length 95th (ft)	m30	m55	m328	27	53	15	31	28		193	107	61
Internal Link Dist (ft)		563			466			318			653	
Turn Bay Length (ft)	200		500	200		200						
Base Capacity (vph)	773	3636	1355	1503	3623	1161	380	204		250	291	339
Starvation Cap Reductn	0	0	32	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.14	0.12	0.71	0.12	0.10	0.10	0.09	0.06		0.53	0.20	0.32

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 68 (43%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 71.7% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9002: Main Access/Frisco Street & Fields/Frisco



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	53	621	484	60
Future Volume (vph)	0	0	53	621	484	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	1863	1863	1770	5085	5085	1583
Flt Permitted			0.950			
Satd. Flow (perm)	1863	1863	1770	5085	5085	1583
Link Speed (mph)	30			45	45	
Link Distance (ft)	367			481	673	
Travel Time (s)	8.3			7.3	10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	58	675	526	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	58	675	526	65
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	53	621	484	60
Future Vol, veh/h	0	0	53	621	484	60
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	0	150	-	-	200
Veh in Median Storage, #	1	-	-	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	58	675	526	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	912	263	591	0	-	0
Stage 1	526	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*581	627	614	-	-	-
Stage 1	*466	-	-	-	-	-
Stage 2	*805	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*526	627	614	-	-	-
Mov Cap-2 Maneuver	*329	-	-	-	-	-
Stage 1	*422	-	-	-	-	-
Stage 2	*805	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	614	-	-	-	-	-
HCM Lane V/C Ratio	0.094	-	-	-	-	-
HCM Control Delay (s)	11.5	-	0	0	-	-
HCM Lane LOS	B	-	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	-	-

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

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	30	146	628	103	100	644	217	111	312	100	106	253
Future Volume (vph)	30	146	628	103	100	644	217	111	312	100	106	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	200		200	200		200	200	
Storage Lanes		1		0	2		1	2		1	2	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91
Frt			0.979				0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	4979	0	3433	5085	1583	3433	5085	1583	3433	5085
Flt Permitted		0.344			0.325			0.455			0.347	
Satd. Flow (perm)	0	641	4979	0	1174	5085	1583	1644	5085	1583	1254	5085
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			29				236			116		
Link Speed (mph)			45			45			45			45
Link Distance (ft)			440			2240			2777			481
Travel Time (s)			6.7			33.9			42.1			7.3
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
Adj. Flow (vph)	33	159	683	112	109	700	236	121	339	109	115	275
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	192	795	0	109	700	236	121	339	109	115	275
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
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)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	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	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	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	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	custom	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		3	8 16		7	4 12		1	6 14		5	2 10
Permitted Phases	3	8 16			4 12		4 12	6 14		6 14	2 10	

Lane Group	SBR	Ø2	Ø4	Ø6	Ø8	Ø10	Ø12	Ø14	Ø16
Lane Configurations									
Traffic Volume (vph)	125								
Future Volume (vph)	125								
Ideal Flow (vphpl)	1900								
Storage Length (ft)	200								
Storage Lanes	1								
Taper Length (ft)									
Lane Util. Factor	1.00								
Frt	0.850								
Flt Protected									
Satd. Flow (prot)	1583								
Flt Permitted									
Satd. Flow (perm)	1583								
Right Turn on Red	Yes								
Satd. Flow (RTOR)	136								
Link Speed (mph)									
Link Distance (ft)									
Travel Time (s)									
Peak Hour Factor	0.92								
Adj. Flow (vph)	136								
Shared Lane Traffic (%)									
Lane Group Flow (vph)	136								
Enter Blocked Intersection	No								
Lane Alignment	Right								
Median Width(ft)									
Link Offset(ft)									
Crosswalk Width(ft)									
Two way Left Turn Lane									
Headway Factor	1.00								
Turning Speed (mph)	9								
Number of Detectors	1								
Detector Template	Right								
Leading Detector (ft)	20								
Trailing Detector (ft)	0								
Detector 1 Position(ft)	0								
Detector 1 Size(ft)	20								
Detector 1 Type	Cl+Ex								
Detector 1 Channel									
Detector 1 Extend (s)	0.0								
Detector 1 Queue (s)	0.0								
Detector 1 Delay (s)	0.0								
Detector 2 Position(ft)									
Detector 2 Size(ft)									
Detector 2 Type									
Detector 2 Channel									
Detector 2 Extend (s)									
Turn Type	Perm								
Protected Phases		2	4	6	8	10	12	14	16
Permitted Phases	2 10								

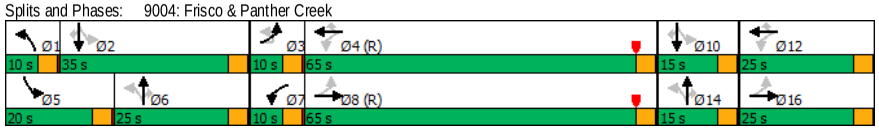
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	3	3	8 16		7	4 12	4 12	1	6 14	6 14	5	2 10
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0			4.0			4.0	
Minimum Split (s)	10.0	10.0			10.0			10.0			10.0	
Total Split (s)	10.0	10.0			10.0			10.0			20.0	
Total Split (%)	6.3%	6.3%			6.3%			6.3%			12.5%	
Maximum Green (s)	6.0	6.0			6.0			6.0			16.0	
Yellow Time (s)	3.5	3.5			3.5			3.5			3.5	
All-Red Time (s)	0.5	0.5			0.5			0.5			0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag	Lead	Lead			Lead			Lead			Lead	
Lead-Lag Optimize?	Yes	Yes			Yes			Yes			Yes	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Recall Mode	None	None			None			None			None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		113.0	104.2		108.0	101.7	101.7	25.0	18.8	18.8	25.8	19.2
Actuated g/C Ratio		0.71	0.65		0.68	0.64	0.64	0.16	0.12	0.12	0.16	0.12
v/c Ratio		0.37	0.24		0.12	0.22	0.22	0.37	0.57	0.38	0.40	0.45
Control Delay		5.6	2.8		4.1	7.3	1.3	46.8	48.1	9.3	41.5	34.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		5.6	2.8		4.1	7.3	1.3	46.8	48.1	9.3	41.5	34.0
LOS		A	A		A	A	A	D	D	A	D	C
Approach Delay			3.4			5.6			40.4			29.5
Approach LOS			A			A			D			C
Queue Length 50th (ft)		24	16		7	67	0	47	97	0	42	77
Queue Length 95th (ft)		40	83		15	97	24	70	120	39	52	94
Internal Link Dist (ft)			360			2160			2697			401
Turn Bay Length (ft)		200			200		200	200		200	200	
Base Capacity (vph)		515	3558		883	3544	1175	327	1017	409	448	1334
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.37	0.22		0.12	0.20	0.20	0.37	0.33	0.27	0.26	0.21

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 148 (93%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 15.3 Intersection LOS: B
Intersection Capacity Utilization 46.6% ICU Level of Service A
Analysis Period (min) 15

P117
Lanes, Volumes, Timings
Peak Day Buildout - AM
9004: Frisco & Panther Creek

Splits and Phases: 9004: Frisco & Panther Creek



Lane Group	SBR	Ø2	Ø4	Ø6	Ø8	Ø10	Ø12	Ø14	Ø16
Detector Phase	2 10								
Switch Phase									
Minimum Initial (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)		20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)		35.0	65.0	25.0	65.0	15.0	25.0	15.0	25.0
Total Split (%)		22%	41%	16%	41%	9%	16%	9%	16%
Maximum Green (s)		31.0	61.0	21.0	61.0	11.0	21.0	11.0	21.0
Yellow Time (s)		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)									
Total Lost Time (s)									
Lead/Lag		Lag	Lag	Lag	Lag				
Lead-Lag Optimize?		Yes	Yes	Yes	Yes				
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode		Min	C-Max	Min	C-Max	None	None	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0
Act Effct Green (s)	19.2								
Actuated g/C Ratio	0.12								
v/c Ratio	0.44								
Control Delay	10.2								
Queue Delay	0.0								
Total Delay	10.2								
LOS	B								
Approach Delay									
Approach LOS									
Queue Length 50th (ft)	37								
Queue Length 95th (ft)	24								
Internal Link Dist (ft)									
Turn Bay Length (ft)	200								
Base Capacity (vph)	515								
Starvation Cap Reductn	0								
Spillback Cap Reductn	0								
Storage Cap Reductn	0								
Reduced v/c Ratio	0.26								

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	882	20	8	836	28	20	0	25	0	0	0
Future Volume (vph)	52	882	20	8	836	28	20	0	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.926				
Flt Protected	0.950			0.950				0.978				
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	0	1687	0	0	1863	1863
Flt Permitted	0.950			0.950				0.978				
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	0	1687	0	0	1863	1863
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		823			433			306			381	
Travel Time (s)		12.5			6.6			7.0			8.7	
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
Adj. Flow (vph)	57	959	22	9	909	30	22	0	27	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	959	22	9	909	30	0	49	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		60	60		9	60		60	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 33.7% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	882	20	8	836	28	20	0	25	0	0	0
Future Vol, veh/h	52	882	20	8	836	28	20	0	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	150	200	-	150	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	57	959	22	9	909	30	22	0	27	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	939	0	0	981	0	0	1455	2030	480	1425	2022	455
Stage 1	-	-	-	-	-	-	1073	1073	-	927	927	-
Stage 2	-	-	-	-	-	-	382	957	-	498	1095	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	869	-	-	893	-	-	*552	364	*719	*552	371	*735
Stage 1	-	-	-	-	-	-	*606	617	-	*706	687	-
Stage 2	-	-	-	-	-	-	*755	662	-	*738	600	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	869	-	-	893	-	-	*520	337	*719	*500	343	*735
Mov Cap-2 Maneuver	-	-	-	-	-	-	*508	422	-	*528	430	-
Stage 1	-	-	-	-	-	-	*566	577	-	*659	680	-
Stage 2	-	-	-	-	-	-	*747	656	-	*664	560	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	11.5	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	607	869	-	-	893	-	-	-	-
HCM Lane V/C Ratio	0.081	0.065	-	-	0.01	-	-	-	-
HCM Control Delay (s)	11.5	9.4	-	-	9.1	-	-	0	0
HCM Lane LOS	B	A	-	-	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	-	-

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	107	927	820	36	14	42
Future Volume (vph)	107	927	820	36	14	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			150	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		622	823		419	
Travel Time (s)		9.4	12.5		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	116	1008	891	39	15	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	1008	891	39	15	46
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	107	927	820	36	14	42
Future Vol, veh/h	107	927	820	36	14	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	1008	891	39	15	46

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	930	0	-	0	1526	446
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	635	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	879	-	-	-	*552	*735
Stage 1	-	-	-	-	*756	-
Stage 2	-	-	-	-	*738	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	879	-	-	-	*479	*735
Mov Cap-2 Maneuver	-	-	-	-	*533	-
Stage 1	-	-	-	-	*656	-
Stage 2	-	-	-	-	*738	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	879	-	-	-	533	735
HCM Lane V/C Ratio	0.132	-	-	-	0.029	0.062
HCM Control Delay (s)	9.7	-	-	-	12	10.2
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1	0.2

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	18	525	0	0	0
Future Volume (vph)	0	18	525	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	0
Link Speed (mph)	30		54			58
Link Distance (ft)	354		774			334
Travel Time (s)	8.0		9.8			3.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	20	571	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	20	571	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	18	525	0	0	0
Future Vol, veh/h	0	18	525	0	0	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	-	1082667008	
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	571	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	286	0	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	711	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	711	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	WBLn1
Capacity (veh/h)	-	711
HCM Lane V/C Ratio	-	0.028
HCM Control Delay (s)	-	10.2
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	907	872	38	0	0
Future Volume (vph)	0	907	872	38	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			150	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	5085	5085	1583	0	1863
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	1583	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		433	440		303	
Travel Time (s)		9.8	10.0		6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	986	948	41	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	986	948	41	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	0	907	872	38	0	0
Future Vol, veh/h	0	907	872	38	0	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	-	-	-	150	-	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	986	948	41	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	474
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	*714
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*714
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

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

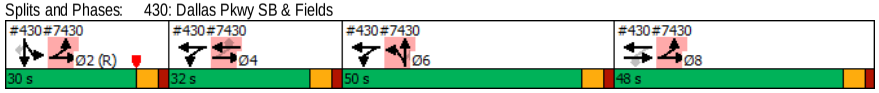
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	452	300	410	404	0	0	0	0	107	328	100
Future Volume (vph)	0	452	300	410	404	0	0	0	0	107	328	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	0		0	200		200
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	5085	1583
Flt Permitted				0.391						0.950		
Satd. Flow (perm)	0	7544	1583	1413	5085	0	0	0	0	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			314									109
Link Speed (mph)		45			35			30			54	
Link Distance (ft)		410			223			2753			6848	
Travel Time (s)		6.2			4.3			62.6			86.5	
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
Adj. Flow (vph)	0	491	326	446	439	0	0	0	0	116	357	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	491	326	446	439	0	0	0	0	116	357	109
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)		24			24			24			24	
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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		22.0	22.0							22.0	22.0	22.0
Total Split (s)		48.0	48.0							30.0	30.0	30.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	32.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		30.0%	30.0%							18.8%	18.8%	18.8%
Maximum Green (s)		42.0	42.0							24.0	24.0	24.0
Yellow Time (s)		4.0	4.0							4.0	4.0	4.0
All-Red Time (s)		2.0	2.0							2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0							0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0							6.0	6.0	6.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		31.8	31.8	104.5	110.5					37.5	37.5	37.5
Actuated g/C Ratio		0.20	0.20	0.65	0.69					0.23	0.23	0.23
v/c Ratio		0.33	0.58	0.24	0.12					0.14	0.30	0.24
Control Delay		54.4	9.9	1.1	0.1					53.5	54.1	10.9
Queue Delay		0.0	0.0	0.4	0.4					0.0	0.0	0.0
Total Delay		54.4	9.9	1.6	0.4					53.5	54.1	10.9
LOS		D	A	A	A					D	D	B
Approach Delay		36.7			1.0						45.9	
Approach LOS		D			A						D	
Queue Length 50th (ft)		110	10	14	0					51	116	0
Queue Length 95th (ft)		124	95	24	0					88	164	58
Internal Link Dist (ft)		330			143			2673			6768	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		1980	647	1901	3827					804	1191	454
Starvation Cap Reductn		0	0	972	2812					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.25	0.50	0.48	0.43					0.14	0.30	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 101 (63%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 25.2		Intersection LOS: C	
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 430: Dallas Pkwy SB & Fields



Lane Group	Ø4	Ø6
Total Split (%)	20%	31%
Maximum Green (s)	26.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	Min
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

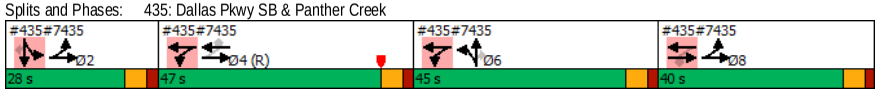
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	619	200	366	724	0	0	0	0	128	344	144
Future Volume (vph)	0	619	200	366	724	0	0	0	0	128	344	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		150	0		0	200		200
Storage Lanes	2		2	2		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.88	0.97	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	2787	3433	5085	0	0	0	0	1770	5085	1583
Flt Permitted				0.258						0.950		
Satd. Flow (perm)	0	6408	2787	932	5085	0	0	0	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217									157
Link Speed (mph)		44			38			30			53	
Link Distance (ft)		1042			269			5378			2753	
Travel Time (s)		16.1			4.8			122.2			35.4	
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
Adj. Flow (vph)	0	673	217	398	787	0	0	0	0	139	374	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	673	217	398	787	0	0	0	0	139	374	157
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)		24			24			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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		22.0	22.0							22.0	22.0	22.0
Total Split (s)		40.0	40.0							28.0	28.0	28.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	47.0	45.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		25.0%	25.0%							17.5%	17.5%	17.5%
Maximum Green (s)		34.0	34.0							22.0	22.0	22.0
Yellow Time (s)		4.0	4.0							4.0	4.0	4.0
All-Red Time (s)		2.0	2.0							2.0	2.0	2.0
Lost Time Adjust (s)		-1.4	-1.4							-1.5	-1.5	0.0
Total Lost Time (s)		4.6	4.6							4.5	4.5	6.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							None	None	None
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		35.2	35.2	124.1	128.7					22.2	22.2	20.7
Actuated g/C Ratio		0.22	0.22	0.78	0.80					0.14	0.14	0.13
v/c Ratio		0.48	0.28	0.19	0.19					0.57	0.53	0.46
Control Delay		55.7	6.7	0.2	0.1					81.4	74.9	29.9
Queue Delay		0.0	0.0	0.2	0.2					0.0	0.0	0.0
Total Delay		55.7	6.7	0.4	0.3					81.4	74.9	29.9
LOS		E	A	A	A					F	E	C
Approach Delay		43.8			0.3						65.7	
Approach LOS		D			A						E	
Queue Length 50th (ft)		180	0	0	0					148	145	65
Queue Length 95th (ft)		215	39	0	0					218	181	128
Internal Link Dist (ft)		962			189			5298			2673	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		1417	785	2113	4098					259	746	353
Starvation Cap Reductn		0	0	921	2315					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.47	0.28	0.33	0.44					0.54	0.50	0.44

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 117 (73%), Referenced to phase 4:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 30.4		Intersection LOS: C	
Intersection Capacity Utilization 37.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 435: Dallas Pkwy SB & Panther Creek



Lane Group	Ø4	Ø6
Total Split (%)	29%	28%
Maximum Green (s)	41.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-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)		
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

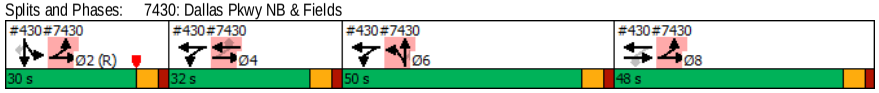
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	359	0	0	714	257	100	739	119	0	0	0
Future Volume (vph)	200	359	0	0	714	257	100	739	119	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Flt Permitted	0.193						0.950					
Satd. Flow (perm)	697	5085	0	0	7544	1583	3433	5085	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						279			123			
Link Speed (mph)		45			45			53			58	
Link Distance (ft)		223			465			1394			7029	
Travel Time (s)		3.4			7.0			17.9			82.6	
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
Adj. Flow (vph)	217	390	0	0	776	279	109	803	129	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	390	0	0	776	279	109	803	129	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					22.0	22.0	22.0	22.0	22.0			
Total Split (s)					32.0	32.0	50.0	50.0	50.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	30.0	48.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					20.0%	20.0%	31.3%	31.3%	31.3%			
Maximum Green (s)					26.0	26.0	44.0	44.0	44.0			
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)					0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)					6.0	6.0	6.0	6.0	6.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Min	Min	Min			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	101.3	107.3			26.0	26.0	40.7	40.7	40.7			
Actuated g/C Ratio	0.63	0.67			0.16	0.16	0.25	0.25	0.25			
v/c Ratio	0.13	0.11			0.63	0.57	0.12	0.62	0.26			
Control Delay	0.2	0.1			77.0	23.1	39.6	47.0	5.5			
Queue Delay	0.2	0.3			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.4	0.3			77.0	23.1	39.6	47.0	5.5			
LOS	A	A			E	C	D	D	A			
Approach Delay		0.4			62.7			41.1				
Approach LOS		A			E			D				
Queue Length 50th (ft)	0	0			194	70	37	212	4			
Queue Length 95th (ft)	0	0			227	133	58	248	23			
Internal Link Dist (ft)		143			385			1314			6949	
Turn Bay Length (ft)						200	200		200			
Base Capacity (vph)	1711	3384			1225	490	944	1398	524			
Starvation Cap Reductn	958	2323			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.29	0.37			0.63	0.57	0.12	0.57	0.25			

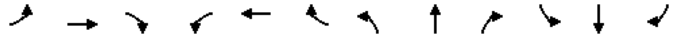
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 101 (63%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 40.4		Intersection LOS: D	
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7430: Dallas Pkwy NB & Fields



Lane Group	Ø2	Ø8
Total Split (%)	19%	30%
Maximum Green (s)	24.0	42.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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



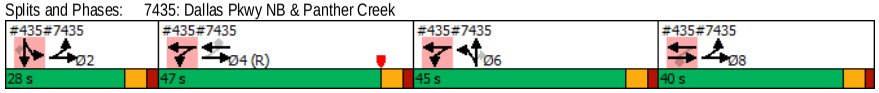
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	645	0	0	890	150	200	252	262	0	0	0
Future Volume (vph)	102	645	0	0	890	150	200	252	262	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		175	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Flt Permitted	0.176						0.950					
Satd. Flow (perm)	636	5085	0	0	7544	1583	3433	3539	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						163			285			
Link Speed (mph)		38			45			52			58	
Link Distance (ft)		269			622			5375			774	
Travel Time (s)		4.8			9.4			70.5			9.1	
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
Adj. Flow (vph)	111	701	0	0	967	163	217	274	285	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	701	0	0	967	163	217	274	285	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					22.0	22.0	22.0	22.0	22.0			
Total Split (s)					47.0	47.0	45.0	45.0	45.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	22.0	22.0
Total Split (s)	28.0	40.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					29.4%	29.4%	28.1%	28.1%	28.1%			
Maximum Green (s)					41.0	41.0	39.0	39.0	39.0			
Yellow Time (s)					4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)					-1.4	-1.4	-1.4	-1.4	0.0			
Total Lost Time (s)					4.6	4.6	4.6	4.6	6.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					C-Max	C-Max	Max	Max	Max			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	106.0	110.5			44.0	44.0	40.4	40.4	39.0			
Actuated g/C Ratio	0.66	0.69			0.28	0.28	0.25	0.25	0.24			
v/c Ratio	0.07	0.20			0.47	0.29	0.25	0.31	0.47			
Control Delay	0.1	0.6			43.1	4.5	48.7	49.6	7.7			
Queue Delay	0.0	0.3			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.1	0.9			43.1	4.5	48.7	49.6	7.7			
LOS	A	A			D	A	D	D	A			
Approach Delay		0.8			37.6			33.9				
Approach LOS		A			D			C				
Queue Length 50th (ft)	0	10			194	0	94	123	0			
Queue Length 95th (ft)	0	5			172	28	132	167	79			
Internal Link Dist (ft)		189			542			5295			694	
Turn Bay Length (ft)						175	200		200			
Base Capacity (vph)	1517	3467			2073	553	866	893	601			
Starvation Cap Reductn	0	2024			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.07	0.49			0.47	0.29	0.25	0.31	0.47			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 117 (73%), Referenced to phase 4:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 25.5		Intersection LOS: C	
Intersection Capacity Utilization 37.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7435: Dallas Pkwy NB & Panther Creek



Lane Group	Ø2	Ø8
Total Split (%)	18%	25%
Maximum Green (s)	22.0	34.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	428	871	25	25	100
Future Volume (vph)	50	428	871	25	25	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		211	643		363	
Travel Time (s)		3.2	9.7		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	465	947	27	27	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	465	947	27	27	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

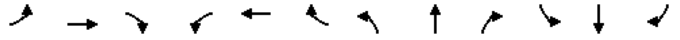
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	428	871	25	25	100
Future Vol, veh/h	50	428	871	25	25	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	465	947	27	27	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	974	0	-	0	1241	474
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	900	-	-	-	*509	*719
Stage 1	-	-	-	-	*738	-
Stage 2	-	-	-	-	*670	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	900	-	-	-	*479	*719
Mov Cap-2 Maneuver	-	-	-	-	*530	-
Stage 1	-	-	-	-	*694	-
Stage 2	-	-	-	-	*670	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	900	-	-	-	530	719
HCM Lane V/C Ratio	0.06	-	-	-	0.051	0.151
HCM Control Delay (s)	9.3	-	-	-	12.2	10.9
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2	0.5

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)	100	325	28	5	353	145	443	44	133	137	2	100
Future Volume (vph)	100	325	28	5	353	145	443	44	133	137	2	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		500	200		200	0		0	0		0
Storage Lanes	1		1	2		1	2		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.887				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1652	0	1770	1863	1583
Flt Permitted	0.476			0.532			0.547			0.440		
Satd. Flow (perm)	887	5085	1583	1923	5085	1583	1977	1652	0	820	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			158		84				143
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		643			546			398			733	
Travel Time (s)		9.7			8.3			6.0			11.1	
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
Adj. Flow (vph)	109	353	30	5	384	158	482	48	145	149	2	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	353	30	5	384	158	482	193	0	149	2	109
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)		24			24			24			24	
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)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8 16		7	4 12		1	6 14		5	2 10	
Permitted Phases	8 16		8 16	4 12		4 12	6 14			2 10		2 10

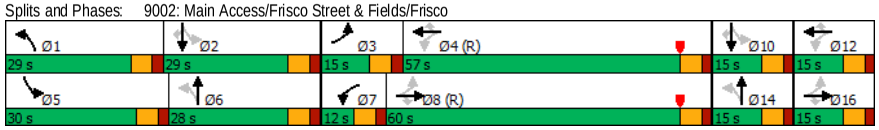
Lane Group	Ø2	Ø4	Ø6	Ø8	Ø10	Ø12	Ø14	Ø16
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Ideal Flow (vphpl)								
Storage Length (ft)								
Storage Lanes								
Taper Length (ft)								
Lane Util. Factor								
Frt								
Flt Protected								
Satd. Flow (prot)								
Flt Permitted								
Satd. Flow (perm)								
Right Turn on Red								
Satd. Flow (RTOR)								
Link Speed (mph)								
Link Distance (ft)								
Travel Time (s)								
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)								
Detector 2 Position(ft)								
Detector 2 Size(ft)								
Detector 2 Type								
Detector 2 Channel								
Detector 2 Extend (s)								
Turn Type								
Protected Phases	2	4	6	8	10	12	14	16
Permitted Phases								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8 16	8 16	7	4 12	4 12	1	6 14		5	2 10	2 10
Switch Phase												
Minimum Initial (s)	4.0			4.0			4.0			4.0		
Minimum Split (s)	10.0			10.0			10.0			10.0		
Total Split (s)	15.0			12.0			29.0			30.0		
Total Split (%)	9.4%			7.5%			18.1%			18.8%		
Maximum Green (s)	9.0			6.0			23.0			24.0		
Yellow Time (s)	4.0			4.0			4.0			4.0		
All-Red Time (s)	2.0			2.0			2.0			2.0		
Lost Time Adjust (s)	0.0			0.0			0.0			0.0		
Total Lost Time (s)	6.0			6.0			6.0			6.0		
Lead/Lag	Lead			Lead			Lead			Lead		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Vehicle Extension (s)	3.0			3.0			3.0			3.0		
Recall Mode	None			None			None			None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	95.5	93.3	93.3	86.7	81.2	81.2	40.0	21.3		28.4	15.4	15.4
Actuated g/C Ratio	0.60	0.58	0.58	0.54	0.51	0.51	0.25	0.13		0.18	0.10	0.10
v/c Ratio	0.19	0.12	0.03	0.00	0.15	0.18	0.72	0.66		0.67	0.01	0.39
Control Delay	4.7	3.6	0.1	5.2	7.0	0.8	56.7	34.7		60.7	35.0	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	4.7	3.6	0.1	5.2	7.0	0.8	56.7	34.7		60.7	35.0	5.8
LOS	A	A	A	A	A	A	E	C		E	C	A
Approach Delay		3.6			5.2			50.4			37.5	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	17	20	0	0	21	2	191	78		108	1	0
Queue Length 95th (ft)	17	21	0	1	30	9	212	126		146	7	17
Internal Link Dist (ft)		563			466			318			653	
Turn Bay Length (ft)	200		500	200		200						
Base Capacity (vph)	581	3011	996	1104	2625	893	704	387		339	372	431
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.19	0.12	0.03	0.00	0.15	0.18	0.68	0.50		0.44	0.01	0.25

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 83 (52%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 24.5 Intersection LOS: C
Intersection Capacity Utilization 50.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9002: Main Access/Frisco Street & Fields/Frisco



Lane Group	Ø2	Ø4	Ø6	Ø8	Ø10	Ø12	Ø14	Ø16
Detector Phase								
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	10.0	10.0	10.0	10.0
Total Split (s)	29.0	57.0	28.0	60.0	15.0	15.0	15.0	15.0
Total Split (%)	18%	36%	18%	38%	9%	9%	9%	9%
Maximum Green (s)	23.0	51.0	22.0	54.0	9.0	9.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)								
Total Lost Time (s)								
Lead/Lag	Lag	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	C-Max	Min	C-Max	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0				
Flash Dont Walk (s)	11.0	11.0	11.0	11.0				
Pedestrian Calls (#/hr)	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			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.5%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	30	0	471	595	0
Future Volume (vph)	30	30	0	471	595	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1583	1863	5085	5085	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1583	1863	5085	5085	1863
Link Speed (mph)	30			45	45	
Link Distance (ft)	367			481	673	
Travel Time (s)	8.3			7.3	10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	33	0	512	647	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	33	0	512	647	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	30	0	471	595	0
Future Vol, veh/h	30	30	0	471	595	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	0	150	-	-	200
Veh in Median Storage, #	1	-	-	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	33	33	0	512	647	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	852	324	647	0	-	0
Stage 1	647	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*542	573	577	-	-	-
Stage 1	*395	-	-	-	-	-
Stage 2	*838	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*542	573	577	-	-	-
Mov Cap-2 Maneuver	*228	-	-	-	-	-
Stage 1	*395	-	-	-	-	-
Stage 2	*838	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	577	-	228	573	-	-
HCM Lane V/C Ratio	-	-	0.143	0.057	-	-
HCM Control Delay (s)	0	-	23.4	11.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.2	-	-

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

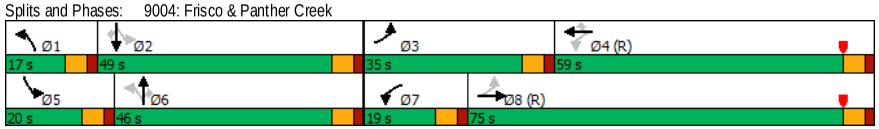
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	638	109	100	640	104	106	252	100	204	302	120
Future Volume (vph)	116	638	109	100	640	104	106	252	100	204	302	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		200	200		200	200		200
Storage Lanes	1		0	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt		0.978				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4973	0	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.353			0.322			0.519			0.375		
Satd. Flow (perm)	658	4973	0	1164	5085	1583	1876	5085	1583	1355	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				143			143			143
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		440			2240			2777			481	
Travel Time (s)		6.7			33.9			42.1			7.3	
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
Adj. Flow (vph)	126	693	118	109	696	113	115	274	109	222	328	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	811	0	109	696	113	115	274	109	222	328	130
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)		24			24			24			24	
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)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0		10.0	22.0	22.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	35.0	75.0		19.0	59.0	59.0	17.0	46.0	46.0	20.0	49.0	49.0
Total Split (%)	21.9%	46.9%		11.9%	36.9%	36.9%	10.6%	28.8%	28.8%	12.5%	30.6%	30.6%
Maximum Green (s)	29.0	69.0		13.0	53.0	53.0	11.0	40.0	40.0	14.0	43.0	43.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Min	Min	None	Min	Min
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	110.9	101.9		106.8	99.8	99.8	23.6	14.0	14.0	30.7	17.5	17.5
Actuated g/C Ratio	0.69	0.64		0.67	0.62	0.62	0.15	0.09	0.09	0.19	0.11	0.11
v/c Ratio	0.24	0.26		0.12	0.22	0.11	0.31	0.62	0.41	0.52	0.59	0.43
Control Delay	4.4	4.3		7.6	13.8	1.1	53.7	76.4	8.0	50.6	65.2	20.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	4.3		7.6	13.8	1.1	53.7	76.4	8.0	50.6	65.2	20.2
LOS	A	A		A	B	A	D	E	A	D	E	C
Approach Delay		4.3			11.5			56.2			51.9	
Approach LOS		A			B			E			D	
Queue Length 50th (ft)	12	35		15	112	0	51	103	0	110	124	18
Queue Length 95th (ft)	30	62		27	149	14	78	135	27	140	151	78
Internal Link Dist (ft)		360			2160			2697			401	
Turn Bay Length (ft)	200			200		200	200		200	200		200
Base Capacity (vph)	674	3175		1004	3171	1041	400	1271	503	447	1366	530
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.26		0.11	0.22	0.11	0.29	0.22	0.22	0.50	0.24	0.25

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 140 (88%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 25.7 Intersection LOS: C
Intersection Capacity Utilization 49.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9004: Frisco & Panther Creek



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	837	13	28	926	0	13	0	17	11	0	20
Future Volume (vph)	0	837	13	28	926	0	13	0	17	11	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.924				0.850
Flt Protected				0.950				0.979			0.950	
Satd. Flow (prot)	1863	5085	1583	1770	5085	1863	0	1685	0	0	1770	1583
Flt Permitted				0.950				0.979			0.950	
Satd. Flow (perm)	1863	5085	1583	1770	5085	1863	0	1685	0	0	1770	1583
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		823			433			306			381	
Travel Time (s)		12.5			6.6			7.0			8.7	
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
Adj. Flow (vph)	0	910	14	30	1007	0	14	0	18	12	0	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	910	14	30	1007	0	0	32	0	0	12	22
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)	60		60	60		60	60		60	60		60
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

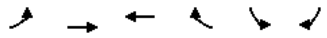
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	837	13	28	926	0	13	0	17	11	0	20
Future Vol, veh/h	0	837	13	28	926	0	13	0	17	11	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	150	200	-	150	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	0	910	14	30	1007	0	14	0	18	12	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1007	0	0	924	0	0	1373	1977	455	1431	1991	504
Stage 1	-	-	-	-	-	-	910	910	-	1067	1067	-
Stage 2	-	-	-	-	-	-	463	1067	-	364	924	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	862	-	-	886	-	-	*556	175	*735	*502	171	*719
Stage 1	-	-	-	-	-	-	*729	702	-	*613	622	-
Stage 2	-	-	-	-	-	-	*738	622	-	*755	690	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	862	-	-	886	-	-	*525	169	*735	*477	165	*719
Mov Cap-2 Maneuver	-	-	-	-	-	-	*563	372	-	*513	362	-
Stage 1	-	-	-	-	-	-	*729	702	-	*613	601	-
Stage 2	-	-	-	-	-	-	*692	601	-	*736	690	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	10.8	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	649	862	-	-	886	-	-	513	719
HCM Lane V/C Ratio	0.05	-	-	-	0.034	-	-	0.023	0.03
HCM Control Delay (s)	10.8	0	-	-	9.2	-	-	12.2	10.2
HCM Lane LOS	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.1	0.1

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	83	823	931	28	37	110
Future Volume (vph)	83	823	931	28	37	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			150	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	5085	1583	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		622	823		419	
Travel Time (s)		9.4	12.5		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	895	1012	30	40	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	895	1012	30	40	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	83	823	931	28	37	110
Future Vol, veh/h	83	823	931	28	37	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	895	1012	30	40	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1042	0	-	0	1550	506
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	538	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	822	-	-	-	*552	*719
Stage 1	-	-	-	-	*689	-
Stage 2	-	-	-	-	*755	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	822	-	-	-	*492	*719
Mov Cap-2 Maneuver	-	-	-	-	*525	-
Stage 1	-	-	-	-	*614	-
Stage 2	-	-	-	-	*755	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	822	-	-	-	525	719
HCM Lane V/C Ratio	0.11	-	-	-	0.077	0.166
HCM Control Delay (s)	9.9	-	-	-	12.4	11
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2	0.6

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	266	554	0	0	0
Future Volume (vph)	0	266	554	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	0
Link Speed (mph)	30		30			30
Link Distance (ft)	354		774			334
Travel Time (s)	8.0		17.6			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	289	602	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	289	602	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		

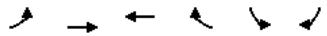
Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	266	554	0	0	0
Future Vol, veh/h	0	266	554	0	0	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	-	1082667008	
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	289	602	0	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	301	0	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	695	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	695	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	13.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	WBLn1
Capacity (veh/h)	-	695
HCM Lane V/C Ratio	-	0.416
HCM Control Delay (s)	-	13.8
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	2.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	865	864	0	0	90
Future Volume (vph)	0	865	864	0	0	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			150	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5085	1863	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	1863	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		433	440		303	
Travel Time (s)		9.8	10.0		6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	940	939	0	0	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	940	939	0	0	98
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	865	864	0	0	90
Future Vol, veh/h	0	865	864	0	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	-	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	940	939	0	0	98

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	470
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	*714
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*714
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	714
HCM Lane V/C Ratio	-	-	-	0.137
HCM Control Delay (s)	-	-	-	10.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.5

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

Synchro™ Output – Peak Day Background Plus Site Traffic with Mitigations

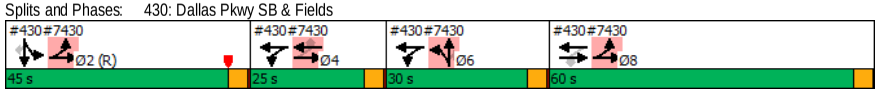
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	466	200	121	403	0	0	0	0	340	554	100
Future Volume (vph)	0	466	200	121	403	0	0	0	0	340	554	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		0	0		0	200		200
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	0.91	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	5085	1583
Flt Permitted				0.370						0.950		
Satd. Flow (perm)	0	7544	1583	1337	5085	0	0	0	0	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217									109
Link Speed (mph)		45			35			30			53	
Link Distance (ft)		410			223			2753			6848	
Travel Time (s)		6.2			4.3			62.6			88.1	
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
Adj. Flow (vph)	0	507	217	132	438	0	0	0	0	370	602	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	507	217	132	438	0	0	0	0	370	602	109
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)		24			24			24			24	
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		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
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)		100	20	20	100					20	100	20
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	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		8		4 6	4 6 8					2	2	
Permitted Phases			8	8								2
Detector Phase		8	8	4 6	4 6 8					2	2	2
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	4.0
Minimum Split (s)		20.0	20.0							20.0	20.0	20.0
Total Split (s)		60.0	60.0							45.0	45.0	45.0

Lane Group	Ø4	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	25.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)		37.5%	37.5%							28.1%	28.1%	28.1%
Maximum Green (s)		56.0	56.0							41.0	41.0	41.0
Yellow Time (s)		3.5	3.5							3.5	3.5	3.5
All-Red Time (s)		0.5	0.5							0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0							0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0							4.0	4.0	4.0
Lead/Lag		Lag	Lag							Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0							3.0	3.0	3.0
Recall Mode		None	None							C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0							5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0							0	0	0
Act Effct Green (s)		38.2	38.2	89.2	93.2					58.8	58.8	58.8
Actuated g/C Ratio		0.24	0.24	0.56	0.58					0.37	0.37	0.37
v/c Ratio		0.28	0.40	0.09	0.15					0.29	0.32	0.17
Control Delay		48.7	6.6	0.1	0.4					39.3	39.1	7.7
Queue Delay		0.0	0.0	0.2	0.1					0.0	0.0	0.0
Total Delay		48.7	6.6	0.3	0.6					39.3	39.1	7.7
LOS		D	A	A	A					D	D	A
Approach Delay		36.1			0.5						36.0	
Approach LOS		D			A						D	
Queue Length 50th (ft)		109	0	0	1					139	162	0
Queue Length 95th (ft)		112	59	1	2					219	238	51
Internal Link Dist (ft)		330			143			2673			6768	
Turn Bay Length (ft)			200							200		200
Base Capacity (vph)		2640	695	1409	3521					1260	1867	650
Starvation Cap Reductn		0	0	797	2079					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.19	0.31	0.22	0.30					0.29	0.32	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 34 (21%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 27.5		Intersection LOS: C	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 430: Dallas Pkwy SB & Fields



Lane Group	Ø4	Ø6
Total Split (%)	16%	19%
Maximum Green (s)	21.0	26.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	Min
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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

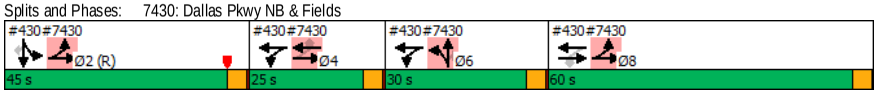
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	706	0	0	324	156	200	322	752	0	0	0
Future Volume (vph)	100	706	0	0	324	156	200	322	752	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	200		200	0		0
Storage Lanes	2		0	2		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	1.00	0.97	0.86	0.86	1.00	1.00	1.00
Frt						0.850		0.919	0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	4417	1362	0	0	0
Flt Permitted	0.433						0.950					
Satd. Flow (perm)	1565	5085	0	0	7544	1583	3433	4417	1362	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						170		157	308			
Link Speed (mph)		45			45			54			58	
Link Distance (ft)		223			465			1394			7029	
Travel Time (s)		3.4			7.0			17.6			82.6	
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
Adj. Flow (vph)	109	767	0	0	352	170	217	350	817	0	0	0
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	109	767	0	0	352	170	217	759	408	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)		24			24			24			24	
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	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
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)	20	100			100	20	20	100	20			
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	2 8	2 4 8			4		6	6				
Permitted Phases	4					4			6			
Detector Phase	2 8	2 4 8			4	4	6	6	6			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					20.0	20.0	20.0	20.0	20.0			
Total Split (s)					25.0	25.0	30.0	30.0	30.0			

Lane Group	Ø2	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. 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)		
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	2	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	4.0
Minimum Split (s)	20.0	20.0
Total Split (s)	45.0	60.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					15.6%	15.6%	18.8%	18.8%	18.8%			
Maximum Green (s)					21.0	21.0	26.0	26.0	26.0			
Yellow Time (s)					3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)					0.5	0.5	0.5	0.5	0.5			
Lost Time Adjust (s)					0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)					4.0	4.0	4.0	4.0	4.0			
Lead/Lag					Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0			
Recall Mode					None	None	Min	Min	Min			
Walk Time (s)					5.0	5.0	5.0	5.0	5.0			
Flash Dont Walk (s)					11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0	0	0	0	0			
Act Effct Green (s)	121.4	125.4			20.4	20.4	26.6	26.6	26.6			
Actuated g/C Ratio	0.76	0.78			0.13	0.13	0.17	0.17	0.17			
v/c Ratio	0.05	0.19			0.37	0.49	0.38	1.08dr	0.84			
Control Delay	0.1	0.7			54.5	13.3	57.4	59.3	30.5			
Queue Delay	0.0	0.2			0.0	0.0	0.0	0.0	0.0			
Total Delay	0.1	1.0			54.5	13.3	57.4	59.3	30.5			
LOS	A	A			D	B	E	E	C			
Approach Delay		0.8			41.1			50.5				
Approach LOS		A			D			D				
Queue Length 50th (ft)	0	16			67	1	108	252	141			
Queue Length 95th (ft)	1	10			92	3	153	#326	#351			
Internal Link Dist (ft)		143			385			1314			6949	
Turn Bay Length (ft)						200	200		200			
Base Capacity (vph)	2366	4004			990	355	570	865	483			
Starvation Cap Reductn	0	2313			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.05	0.45			0.36	0.48	0.38	0.88	0.84			

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 34 (21%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 33.1		Intersection LOS: C	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			

Splits and Phases: 7430: Dallas Pkwy NB & Fields



Lane Group	Ø2	Ø8
Total Split (%)	28%	38%
Maximum Green (s)	41.0	56.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	0.5	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	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